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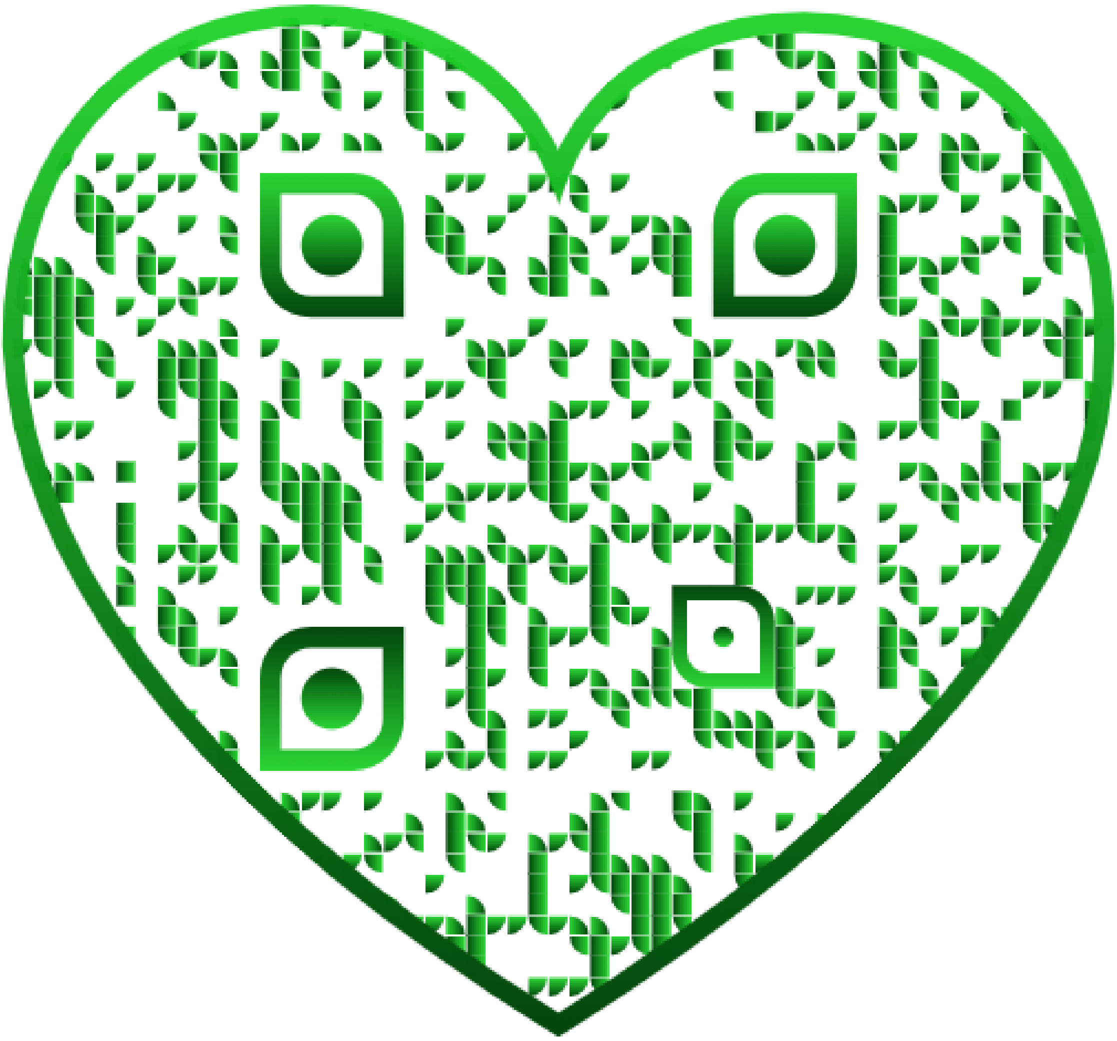

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People often ask me what makes Porsche ownership so enjoyable. Obviously, this is a scene inhabited by fantastic cars built with the very best design and engineering (well, most of the time), but beyond this, it's the fact there is never a shortage of marque-related activities to indulge in. What's more, there is a global army of like-minded folk to share passion for Porsche. Put it this way, buy a P-car and you'll easily fill every weekend, making new friends along the way, such is the social side of ownership.

In this issue of *911 & Porsche World*, we've highlighted popular Porsche pastimes. For example, Chris Wallbank recently visited Swedish Lapland to tackle full-scale replicas of the world's best-loved Grand Prix circuits, but carved from ice. This is an increasingly popular pursuit among Porschephiles, as is jumping on LeShuttle and hammering across mainland Europe, something I've done numerous times this year. Then there's simply meeting up with a mate and sampling some of the very best driving roads the UK has to offer. Myself and Dan Sherwood did exactly this a couple of weeks ago, landing in north Wales, although things didn't quite go according to plan, as you'll discover. Porsche ownership. There's nothing quite like it.

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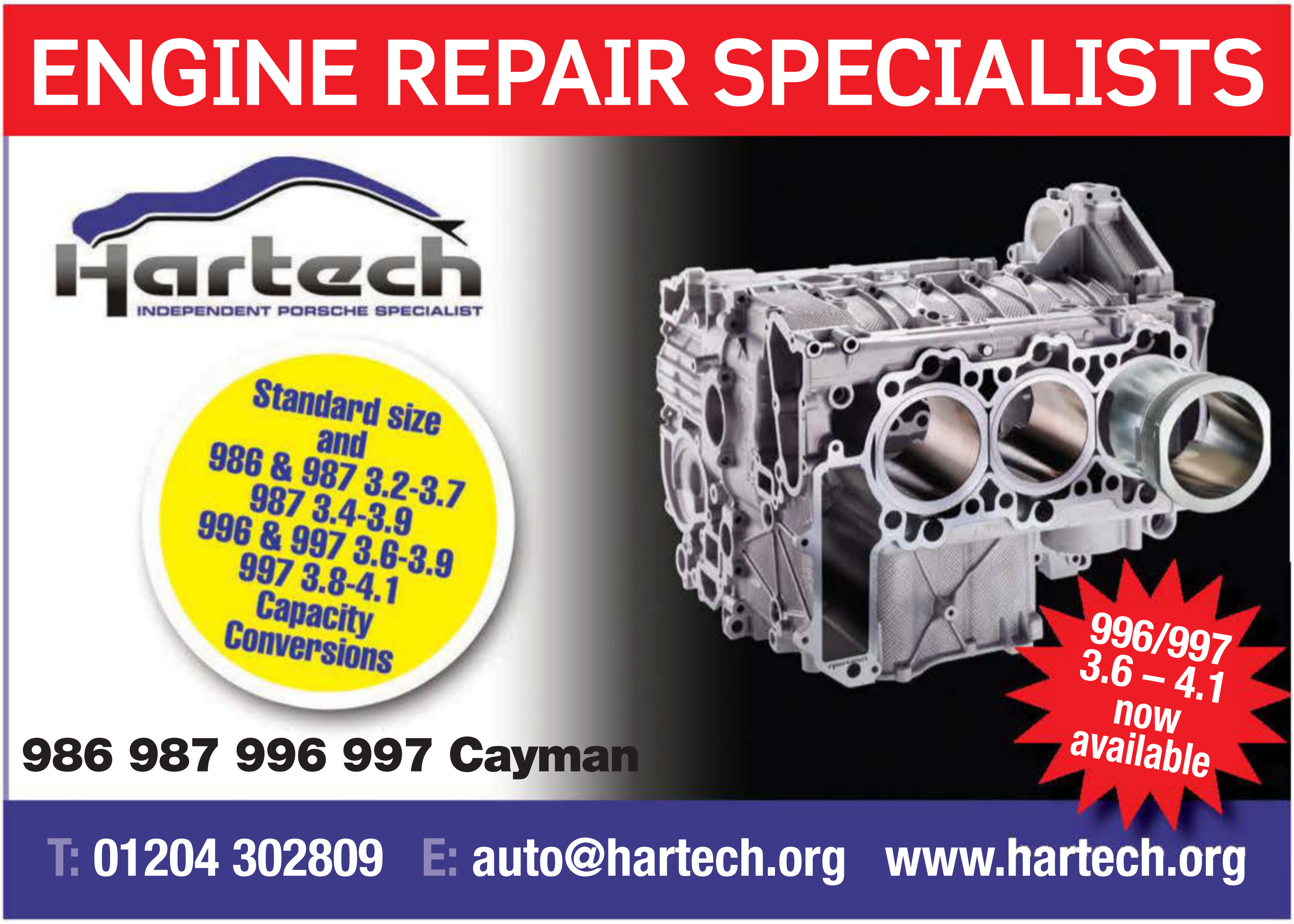

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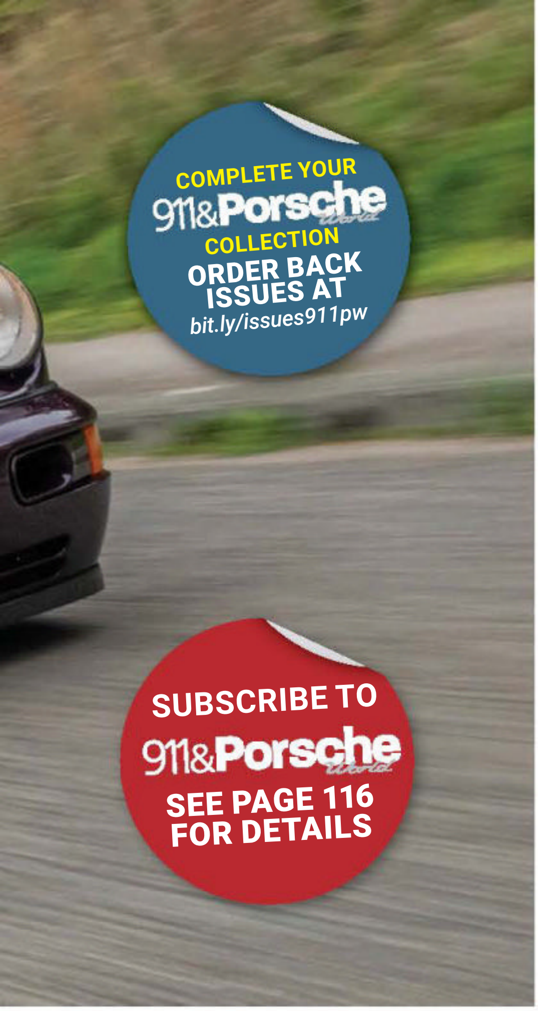

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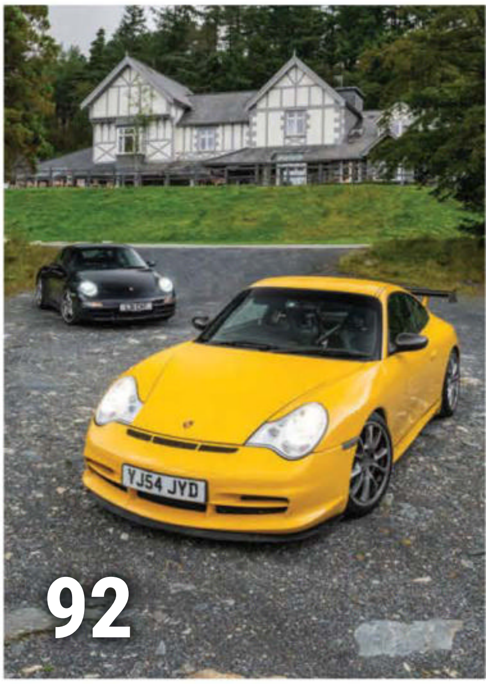

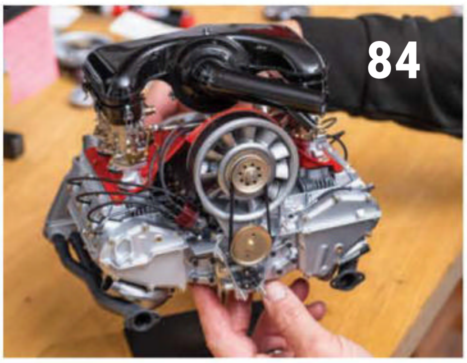

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STRONG PERSUADER

Often considered a retro oddity, does the Carrera T now make a stronger case for itself on account of this model being the only easily accessible route into ownership of a new manual 911?

Words **Matt Robinson** Photography **Barry Hayden**

911 Carrera T

RX25 YSZ

Above Skip the new Carrera S and jump to the new Carrera T

In a recent edition of *911 & Porsche World*, yours truly laid into the 473bhp 992 Gen II Carrera S. Okay, 'laid into' is a bit strong, but the point is... well, I couldn't see the point. Too firm to be a comfortable everyday car (unlike the 389bhp entry-level Carrera), but not thrilling enough to match up to the hybridised Carrera GTS, which sits in the middle of the updated eighth-generation 911 range. Put simply, the S feels a bit lost.

One of the reasons for this relative ambivalence was compounded by the existence of the new 911 Carrera T. If any letter has had a less than stellar past in the 911 canon, however, it's T, not S. Originally appended to a low-output two-litre 911 (the lowest-output 911 ever manufactured, in fact), an effective replacement for the short-lived 912, the 911 T is not the first Porsche collectors aim for.

According to Zuffenhausen, the T stood for *Touring* and did, to a degree, give the 911 T a link to the legendary Carrera RS 2.7 Touring of 1973. Further, a competition version of the 911 T did rather well at the 1968 Monte Carlo rally, romping home victorious in the hands of Vic Elford, kick-starting Porsche's first of five wins at this gruelling yet prestigious event. Even so, the 911 T didn't exactly stick in people's collective consciousness. It quickly disappeared from view.

Fast-forward to 2017, when the manufacturer announced revival of the T badge. Landing with an update of the seventh-generation 911, the 991 Carrera T was a sharpened version of the base-spec Carrera, but with a shorter final drive (borrowed from the 991 Gen II Carrera S, which his ironic, given the opening of this review). A stubby little gear lever was introduced for the model's manual transmission. A reduction of sound-deadening materials was pitched as a selling point, as was the lack of back seats and the use of lightweight glass in the side and rear windows. A mechanical limited-slip differential was an intriguing prospect, while the lowered Porsche Active Suspension Management (PASM) Sport chassis

Above and below Tartan-esque fabric and wooden gear knob give the Carrera T's interior a warm feel and promote the comfort this model is supposed to present

was complemented by twenty-inch Carrera S wheels finished in grey, paired with matching door mirror cases. The premium over a base-spec 991 Carrera was £7,685, resulting in an overall £85,576 asking price.

THE TECHNICAL SPECIFICATION IS FASCINATING AND INCLUDES SEVERAL ITEMS YOU CAN'T OPTION ON A CARRERA

All, on the face of it, all very noble, making for two clear lineages within the 911 family. On the one hand, you had comfortable cars aimed primarily at buyers intending to use their Porsche every day. This started with the Carrera and ran up through the Carrera S to the Turbo. On the other, there was driver-focused hierarchy in Carrera T, Carrera GTS and GT3. Yep, this does sort of automatically confer 'GT3-lite' status on the Carrera T from the off, but in practice, it never felt up to the demanding dynamic expectation.

In fact, the 991 Carrera T felt like nothing much more than a retro-reverential footnote in the 911 story. It was certainly sharper to drive than a same-age Carrera, but it wasn't a million miles off in price from the 414bhp Carrera S. The Carrera T also arrived when we were still coming to terms with pretty much every 911 becoming turbocharged. And let's not forget the early and somewhat clunky incarnation of seven-speed manual transmission.

Porsche reviving the Carrera T for the 992-generation 911 was a surprise of sorts, but the model's position didn't really improve, despite an increase in power from 365bhp to 380bhp. The seven-speed gearbox was still present, admittedly with improved operation and block-shifting capabilities, but there were plenty of other manual options in the first-generation 992 range, including the 444bhp Carrera S and the 473bhp Carrera GTS. In other words, the Carrera T continued to feel like album filler, rather than the standout hit single.

Maybe, then, the Carrera T's time is now? Context is everything —the 911 landscape has changed significantly in recent years. Granted, the Carrera S has moved a long way from the Carrera T's station, coming as it does with 473bhp (matching the early 992 Carrera GTS), while the new Carrera GTS is the first beneficiary of Porsche's pioneering T-Hybrid system, presenting associated power output

Above After a somewhat less than impressive start, the Carrera T has finally come of age

of well beyond 500bhp. As second-generation 992s, however, neither of these models can be specified with a manual gearbox. Indeed, nothing in the 992 Gen II range comes with manual transmission, save for the hugely sought-after and incredibly hard to obtain new GT3. Additionally, the Carrera T now deploys a more sensible six-speed manual, complete with short-shifter and a wooden gear knob, putting the model in an exalted lineage, including the 908/03 Spyder and 917 competition vehicles. Oh, and the V10-engined Carrera GT. Some crowd.

Let's start with the bad news. At £115,400, the 911 Carrera T Coupe (you can option this model in Cabriolet body style for the first time, which kind of defeats Porsche's 'this is a driving enthusiast's car' shtick) is £29,824 more expensive than it was when introduced for the first time eight years ago. This means, in the space of one complete 911 generation (and two technical updates), the Carrera T has increased in price by thirty-five percent. It remains between the 911 Carrera (now £103,700) and Carrera S (£120,500), although it's obviously closer in price to the latter than the former. You could argue, for absolute neatness and OCD-satisfying Porsche precision, the Carrera T should be priced at £112,100.

When you add almost thirteen grand's worth of options (as we expect most buyers will), the cost reaches £128,296. These extras are primarily made up of carbon-back full bucket seats (£4,621), the HD-Matrix LED headlights (£2,033), a 'Dreams' metallic paint option (£1,704), BOSE Surround Sound System (£1,269) and the Exclusive Manufaktur Sport tailpipes in Titanium (£914). A lot of cash for a next-to-base-spec 911.

If you boil it down, you're technically paying more for less. Configured a specific way, the Carrera T can be up to forty-two kilograms lighter than a new 911 Carrera, primarily thanks to the fitment of thinner and lighter glass, as well as stripping-out of sound insulation materials and manual transmission in place of PDK dual-clutch semi-automatic transmission. To reach the full forty-two-kilogram saving, by the way, you need to shell out for those carbon bucket seats. Of course, when it comes to sports cars, lighter equals better, but still.

This is where negativity surrounding the new Carrera T ends. The car's technical specification is fascinating and includes several items you can't option on a Carrera, including Rear Axle Steering (RAS), which is standard-fit here. There are also 350mm brake discs in each corner, gripped by six-piston (front) and four-piston (rear) calipers. You get the Sport Chrono Package without paying extra, as well as PASM Sport adaptive suspension,

TECH SPEC

Model	992 Gen II Carrera T
Engine	9A2 Evo 2,981cc twin-turbocharged flat-six petrol
Transmission	Six-speed manual gearbox, rear-wheel drive with mechanical limited-slip differential
Power	389bhp at 6,500rpm
Torque	332lb-ft at 2,000-5,000rpm
0-62mph	4.5 seconds
Top speed	183mph
Economy	26.0-27.1mpg (combined)
CO_2 emissions	237g/km
Kerb weight	1,478kg (DIN)
Length	4,542mm
Width	1,834mm (excluding mirrors)

Above Three pedals and all the toys one would need from a new 911 designed to cross continents

bringing a ten-millimetre reduction in ride height and model-specific front and rear anti-roll bars. All this kit is bespoke-tuned for the Carrera T, as is the steering system, complementing the fitment of RAS. Even aerodynamic balance has been calibrated purely for the Carrera T, which also comes with a Sports exhaust system and mismatched wheels (twenty inches at the front, twenty-one at the rear) running 245/30 and 305/30 Pirelli P Zero tyres.

Powering the whole confection is the 389bhp/332lb-ft iteration of the three-litre twin-turbo 9A2 flat-six, as found in the Carrera. Driving just the rear wheels through the manual gearbox, this is the least-accelerative new 911 you can buy. Nevertheless, surely, a 4.5-second sprint is more than enough for most people's road-going needs? What about 183mph top whack? This admirable punch is possible because the new Carrera T commendably weighs around 1.5 tonnes in its various trims.

THIS FEELS LIKE THE MOST COMPELLING, BEWITCHING AND DOWNRIGHT DESIRABLE ITERATION OF THE CARRERA T TO DATE

In case you don't spot the open-pore walnut gear knob and array of three pedals in the driver's footwell, Porsche has added a number of decals and details to the Carrera T to remind you of its manual USP.

On the rear side windows reside H-pattern shift logos, a feature repeated with a little more discretion on the dashboard. At the base of the stubby gear lever is a small plaque reading *MT*, while for another £246, you get puddle lights in the door mirrors to beam the emblem found on the rear windows onto the floor.

Inside is the expected (read: superb) 992 Gen II interior, complete with 12.6-inch Curved Display instrument pack and strips of trim matching the exterior colour, although the Carrera T looks good in pretty much any finish, thanks to the exterior decals on the doors, Vanadium grey wheels and matching door mirror caps. The carbon bucket seats are also majestic. Well, once you're in them. Getting in and out of these Porsche pews is in no way

enjoyable and will likely leave a bruise on the back of your right leg over an extended period of time.

ENHANCING THE RECIPE

The promise of all this light visual primping, inside and out, not to mention the moderately enhanced technical specification, doesn't prepare you for how sublime the new Carrera T truly is. As everyday sports cars go, this is so close to perfection it's hard to know how Porsche's chassis engineers could reasonably make improvements. Perhaps a little more give in the PASM Sport springs and dampers, which can occasionally cause the alloys to thud through bigger surface imperfections and which infrequently see the car bouncing frenetically over high-speed lumps on the motorway? Narrower rear tyres? There's an over-abundance of dry-weather grip nullifying the effect of the turbocharged engine and super-sharp throttle. Narrower black circles would polish the T.

This is nitpicking. The highlight of the whole experience is rowing the glorious, tight gearbox around to get the best from the six-cylinder engine at the back of the car. The Carrera T has more than enough torque. A dearth of lag below 2,000rpm means you won't miss the effortless access of PDK, save for the times you're in really heavy traffic. This is, therefore, as good a cruiser as any other 911, elevated tyre noise notwithstanding. Reduced sound-deadening is great for nerdy pub banter, not so good for rolling refinement. Due to the fact our test car didn't have the no-cost rear seats fitted, the rear of the passenger compartment acted as an amplifier for the rubber's chatter. Whatever, we saw mid-thirties economy from on long motorway runs, with an overall 31.5mpg achieved across more than eight hundred miles of testing. A remarkable return for a near 400hp turbocharged sports car.

It's the delightful, balanced and playful way the Carrera T handles. This is what seals the deal. It's not quite as sharp or crystal-clear in its responses as a GT3, but it's undoubtedly a step up from a base Carrera, while also feeling a match for the more potent Carrera S. It's also more involving, thanks to the beautifully weighted and communicative steering, unpolluted by the lack of drive going to the Porsche's leading wheels and the need to keep shifting the gearbox to get the car to sing. Admittedly, the ratios are quite long, meaning you might only need second and third if you're going to use all 7,500 revs the Carrera T will offer up on your favourite backroads, but you can use fourth in the midrange to increase levels of enjoyment.

And so, by the happy expedient of changes evident it in the wider 992 Gen II range, this feels like the most compelling, bewitching and downright desirable iteration of the Carrera T to date. Given you need to be invited by a Porsche Centre for the opportunity to buy a GT3 these days, the Carrera T is, realistically, the only way you can easily get into a brand-new 911 with three pedals and a stick shift. What makes the Carrera T so utterly wonderful is the fact it's also the best-driving example of the current crop of 911s this side of a GT3. While it might have taken more than sixty years to get there, Porsche can now say T is assuredly superior to S. By a considerable margin, too. ●

Above Clean lines are in keeping with the Touring nature of the Carrera T, the most straightforward way into a brand-new manual 911

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£64,995

911 Carrera 4 S (997.2)

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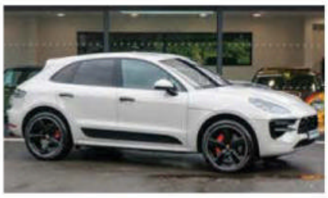
Previously Sold & Serviced by Paragon • 62,768 miles • 2009 (09)

£52,995



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Independent Porsche parts retailer, Stoddard, has revealed the date penned for the 2026 LA Lit and Toy Show, the highly anticipated annual event held at the Hilton Los Angeles Airport Hotel. Focusing on Porsche and Volkswagen memorabilia, literature, parts and toys, the gathering attracts hundreds of enthusiasts from around the world to buy, sell and trade items, including vehicle parts, vintage posters, books and die-cast models. The 2026 event, which will be held on February 28th, is the forty-second annual LA Lit and Toy Show and promises to be a stonker, with more than three hundred vendor tables already assigned.

Part of the Grand Porsche Weekend and Lit Week in Los Angeles, the show is supported by tours of Californian Porsche specialist workshops. To this end, bus tours will visit area Porsche restoration businesses.

Spanning the two main ballrooms on the main floor of the hotel (located at 5711 West Century Boulevard in Los Angeles), this must-see event is far more than an autojumble for discerning owners and enthusiasts of air-cooled Porsches and Volkswagens. Expect a 356 car show, the SoCal All-Porsche Swap meet, various displays of vintage vehicles, but also good representation of early water-cooled 911s (996- and 997-generation Neunelfers).

CHUCK STODDARD PASSED AWAY IN 2019, BUT HIS LEGACY LIVES ON THROUGH THE LA LIT & TOY SHOW

Stoddard (*stoddard.com*) was founded in June 1957 by Charles 'Chuck' Stoddard, an automotive engineer with Thompson Products (now TRW). Initially, the operation was located in a stillborn Tucker dealership and was known for being a 'fix anything foreign' repair shop. By 1969, Stoddard was one of only thirteen official Porsche dealers in the USA. In 1983, after twenty-eight years, Chuck relinquished control of the business — largely due to his many years working closely with Porsche AG, Stoddard was purchased by the manufacturer to facilitate worldwide expansion of support for older Porsche products, from the 356 and 911, to 912 and 914, as well as their competition counterparts. Chuck was retained as a consultant for a period spanning several years.

In November 2004, Stoddard ownership returned to the USA through the efforts of Bruce Schwartz. March 2011 saw the sale of Stoddard's Audi and Porsche dealerships to the Penske Automotive Group. The vintage Porsche parts business, however, continues under the Stoddard banner. Schwartz remained as President and owner of the parts operation before retiring in 2023. Control of the Stoddard brand transitioned to Maurice Endle.

Sadly, Chuck Stoddard passed away in 2019, but his legacy lives on, not least through the LA Lit and Toy Show, an event he championed and one which continues to be a highlight on the calendar of Porschephiles across the globe.

DONT WALK
BOSCH
BOSCH

TECHART REVEALS TSPORT R PACKAGE FOR NEW 911 CARRERA T

Some sports cars can be explained with numbers. Others can only be understood once driven. This is certainly true of the output of Leonberg-based Porsche tuning specialist, TechArt, and applies to the company's new Tsport R package, aimed at drivers who are not just on the move, but who want to experience every journey with intent.

The Tsport R's foundation is the new 911 Carrera T, as reviewed elsewhere in this issue of *911 & Porsche World*. Lighter, puristic, manual. A true driver's car from the factory, built with more consideration for the person behind the wheel than many other Porsches. TechArt has embraced this philosophy and taken it further. More power, a distinctive sound, an unmistakable aerodynamic package, exclusive interior details and characteristic signature elements transform the Carrera T into a car placing driving pleasure at its core.

The Tsport R is not a show car for the spotlight. Its natural habitat is the road, the mountains, the mountain passes and winding switchbacks. Where elevation meets asphalt, where every corner sends shivers down your spine and the horizon seems endless. As a Porsche with manual transmission, this flavour 911 offers a factory-built gateway to the essentials, but TechArt takes the package to the next level, improving power by more than a hundred horsepower (totalling near 500bhp).

The Tsport R can be individually configured with four equipment packages. The Antsieg package is the entry-level offering, equipping the host Carrera T with a TechArt Techtronic power upgrade (to the aforementioned almost 500bhp), a bespoke exhaust system and a new rear spoiler offering additional downforce and a sportier silhouette.

The Höhenmeter package adds a new front spoiler, side skirts, diffuser and aero wings in exposed carbon-fibre. Individual rear lettering, an oak gear knob, a more aggressive rear spoiler and optional TechArt body graphics round out the changes.

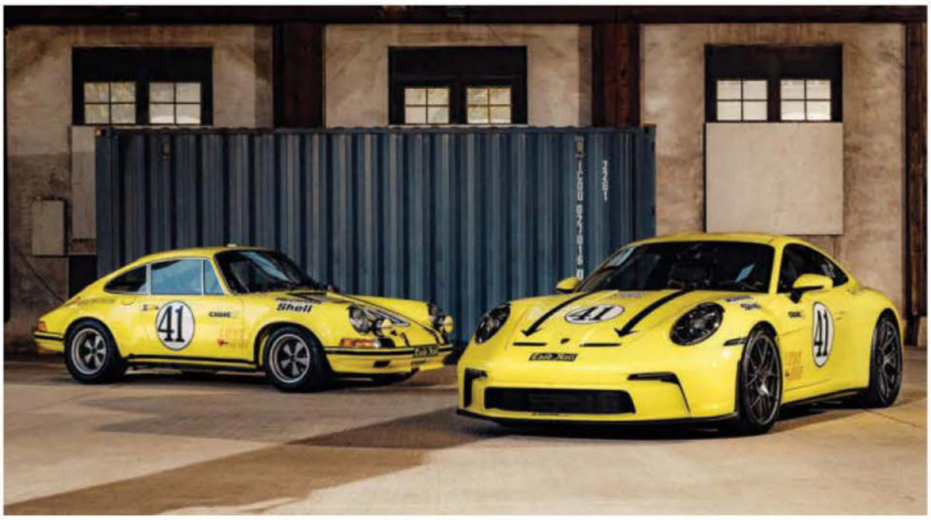
More striking still is the Kurvenrausch package, taking everything Antsieg and Höhenmeter bring to the party, but adding a polyurethane roof spoiler, carbon mirror caps a custom steering wheel, yet another development of the Tsport R rear spoiler and a more detailed oak gear knob.

The ultimate stage of the Tsport R is the Berggipfel package, adding a polycarbonate rear window, carbon roof spoiler and carbon interior dash trim to all the equipment outlined in the previous stages.

THE ART OF DESIGN

From its base a short drive from Porsche's assembly plant in Zuffenhausen, TechArt takes everything the manufacturer has to offer and ups the ante, resulting in sports cars less focused on catering to the masses, instead targeting driving enthusiasts looking to extract as much performance from their Porsche as possible. For further details, visit *techart.de*.

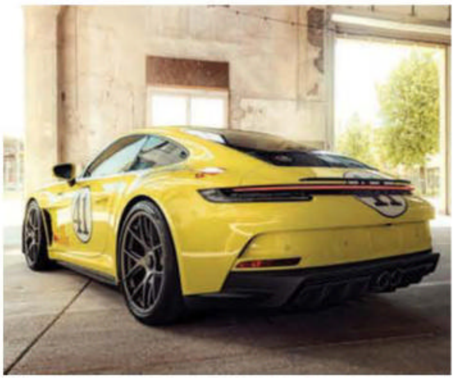
RESTORED 1972 911 S/T INSPIRES ONE-OFF TWIN



Some stories are unfathomable — how this 2.5-litre 911 S/T could go from being a GT class winner at the 1972 24 Hours of Le Mans to a wrecked shell in a barn near San Francisco may never be fully known. The condition of the once-celebrated race car was devastating. What remained was rusty, bent or badly repainted. After its celebrated racing triumphs, this extraordinary 911 led a very different life indeed.

The last traceable race entry dates back to May 1975 in Riverdale, with then owner, Don Lindley, behind the wheel. After passing through two more owners, the trail of this rare 911 goes cold. The story resumed in 2008, when the first clues emerged, highlighting a potentially sensational barn find. Fast-forward to 2013, and a Swiss collector of vintage Porsches flew to California to rescue the S/T from obscurity and to restore the car to its former glory. Given its condition, this would be no easy task, hence the owner's decision to hand the work to Porsche Classic in Stuttgart.

Specifically, Porsche Exclusive Manufaktur in Zuffenhausen was given the remains of the S/T, which were completely disassembled and evaluated. After all, this legendary 911 was to be perfectly restored from the ground up. Once the bare body had been realigned on a straightening jig, the painstaking process of replacing the missing parts began. In fact, with the help of original sheet-metal gauges and factory technical drawings, many missing components were fabricated from scratch. In excess of a thousand hours of manual craftsmanship went into the bodywork.



EXCLUSIVE MANUFAKTUR WAS GIVEN THE REMAINS OF THE S/T, WHICH WERE COMPLETELY DISASSEMBLED

To preserve this work for the long term, the Porsche Classic team sealed the bare body with a cathodic dip coating. This is state-of-the-art corrosion protection, as one would find on today's series production Porsches. After two and a half years of restoration, the car was finally delivered to its owner in 2016, complete with a lick of the original colour, Light Yellow (paint code 117), just as it had worn forty-four years earlier in the heat of battle at Circuit de la Sarthe.

The finished restoration is in factory fresh condition, with every detail just as it was when the S/T left the production line back in 1972. The period-correct sponsor decals were added after delivery and, as was the case during the car's class-winning victory at Le Mans, the doors were decorated with the starting number forty-one. The same was applied to a modern-day 911 S/T, which now shares a garage with its forebear. At the owner's request, Porsche Sonderwunsch created a perfect companion for the Le Mans class winner. The identical paint finish in Light Yellow (a colour not in Porsche's standard palette for decades) was applied by hand in a meticulous process and presented a particular challenge — the light shade offers low coverage, pronounced on the new S/T's numerous carbon-fibre body components. Then again, this is precisely the kind of challenge the experts at Sonderwunsch are trained to master. Porsche completed the look with lightweight forged magnesium wheels in Darksilver, hiding black brake calipers. The technical foundation of the car remains untouched insofar as it runs normally aspirated four-litre flat-six revving to 9,000rpm.

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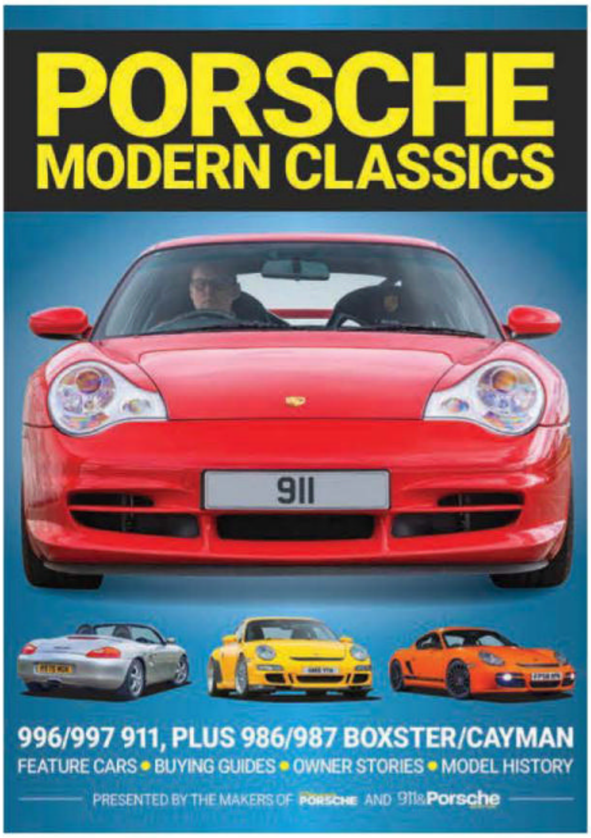
NEW PORSCHE MODERN CLASSICS BOOKAZINE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PRESENTED BY THE MAKERS OF PORSCHE AND 911&Porsche

From the team behind *911 & Porsche World* magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and is available to order at the link below.

Price: £9.99
shop.kelsey.co.uk/porsche-modern-classics

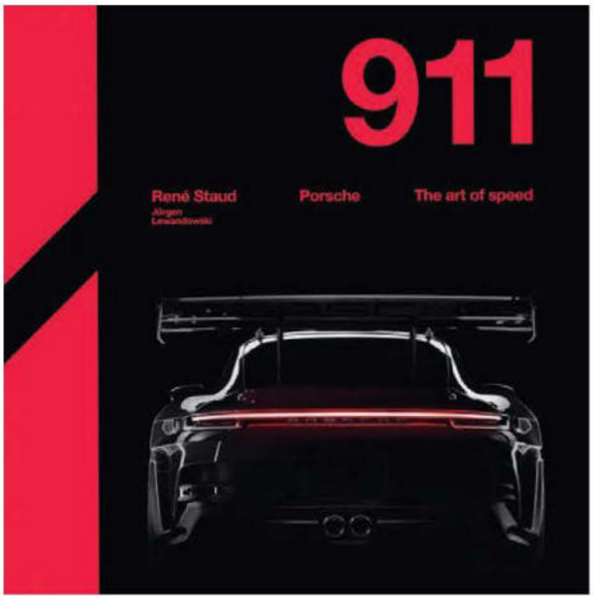
RENNLINE HIGH-PRESSURE FUEL LINE FOR 944

Zündfolge
1-3-4-2

Upgrade your 944's aging fuel system with Rennline's high-pressure fuel rail line, engineered specifically for the 944 in both normally aspirated and turbocharged guises. This premium replacement part replaces a known weak spot under the bonnet of the 944 and features modern braided fuel line construction paired with CNC precision-machined billet aluminium ends for a secure, leak-free fit. Designed to match OEM fitment, the part offers increased pressure tolerance, making it ideal for tuned M44 inline-fours. Equipped with ten- and eight-millimetre -6 JIC compression fittings, this fantastically manufactured fuel line is available to order direct from Rennline or from the Pelican Parts online store.

Price: $150
rennline.com* or *pelicanparts.com/rennline

RECOMMENDED READ 911 THE ART OF SPEED



This brand-new definitive tribute presents an exceptional visual and historical journey through every generation of the world's most successful sports car. Renowned Stuttgart-based automotive photographer, René Staud, has captured almost every 911 variant, from the earliest prototypes to the latest turbocharged models, all in remarkable detail. Acclaimed motoring journalist, Jürgen Lewandowski, provides expert commentary, offering insight into Porsche's technological breakthroughs, racing triumphs, and cultural impact. This oversized (29.69x2.87x37.31cm) and luxurious 304-page volume showcases the most legendary 911s, including the mysterious 911 R, the Le Mans-winning 911 GT1 and the game-changing race-goer, the 935. Porsche enthusiasts, racing fans and admirers of German engineering will appreciate the extent and rigour of this spectacular collection — with its expansive format, expert storytelling and awe-inspiring imagery, this book is the ultimate collector's edition for fans of supercar performance, horsepower and design excellence. Order direct from Amazon.

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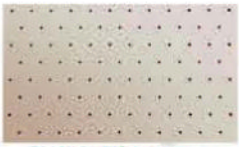

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Thanks to precision engineering and high-quality materials, WeatherTech floor mats, seat covers and boot liners ensure Porsche owners can keep their vehicle's interior in pristine condition. Based on laser scans to ensure a perfect fit, Weathertech's Porsche frunk and floor liners are especially popular, protecting the host car's carpets from spills, dirt and everyday wear. These durable, weather-resistant liners join a wide range of accessories at the link below.
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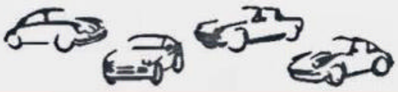
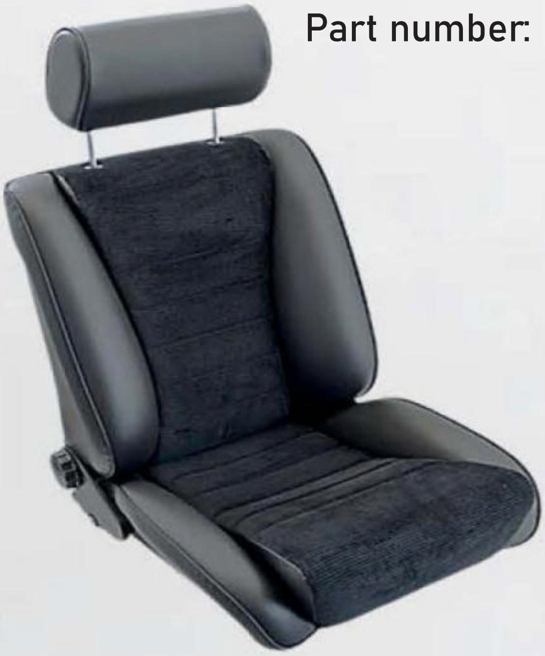
NEW JENVEY 50MM HERITAGE IDA ITBs FOR 964

Now offered with fifty-millimetre throttle bodies paired with a forty-four-millimetre port manifold to suit 964 flat-sixes, Jenvey's IDA3 Heritage kit includes throttle bodies, electronic fuel injectors, integrated fuel rail, cross bank floating linkage (to allow for engine expansion), throttle position sensor and airhorns. Various filtration options are available. "Though superior to carburettors in every quantifiable way, many owners of classic 911s have been dissuaded from adopting throttle bodies due to an unwillingness to compromise the OEM aesthetic of their Porsche's engine bay," says Jenvey's Managing Director, Mike Jenvey. "With the increase in popularity of the classic Porsche market and heightened demand for the benefits of an electronic fuel injected intake system, our IDA3 Heritage throttle body design addresses improved performance, whilst delivering satisfyingly OEM visuals." Options exist for two-bolt flat-sixes (two- to three-litre engines) and the Carrera 3.2.
Price: From £5,980
jenvey.co.uk **or call 01746 768810**



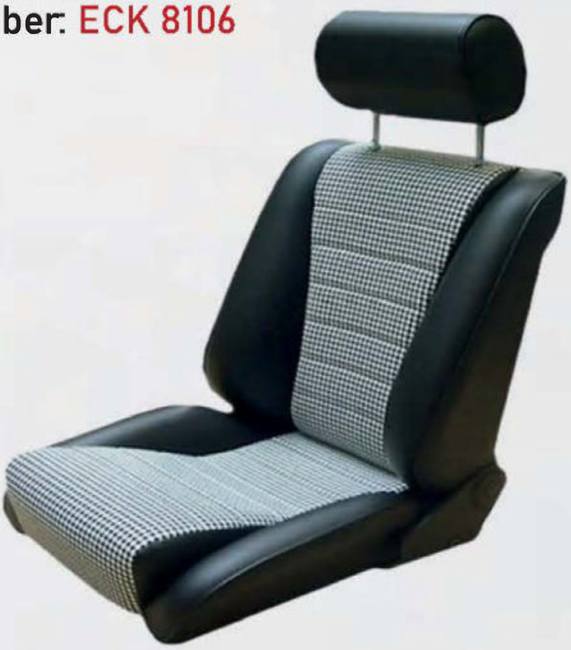
Autumn offer

Part number: ECK 8093



- Replica of the original Recaro seat for the Porsche 911
- Black seat in black leatherette with corduroy seat surface

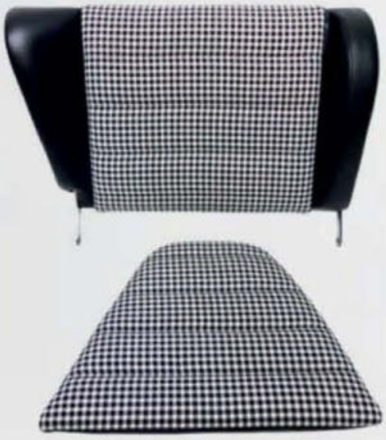
Part number: ECK 8106



- Replica of the original Recaro seat for the Porsche 911
- Seat in black leatherette with pepita seat surface

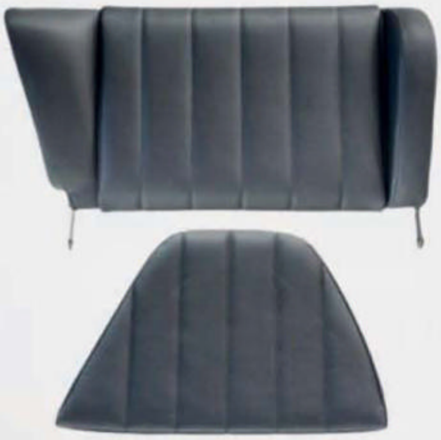
Emergency seat set with covers for the Porsche 911

Pepita



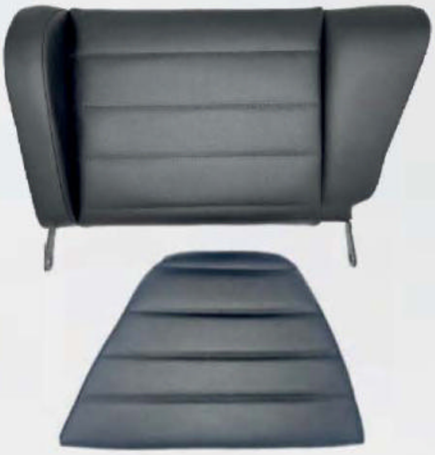
Part number: ECK 8114

Leatherette, 68-76



Part number: ECK 8115

Leatherette, 77-86

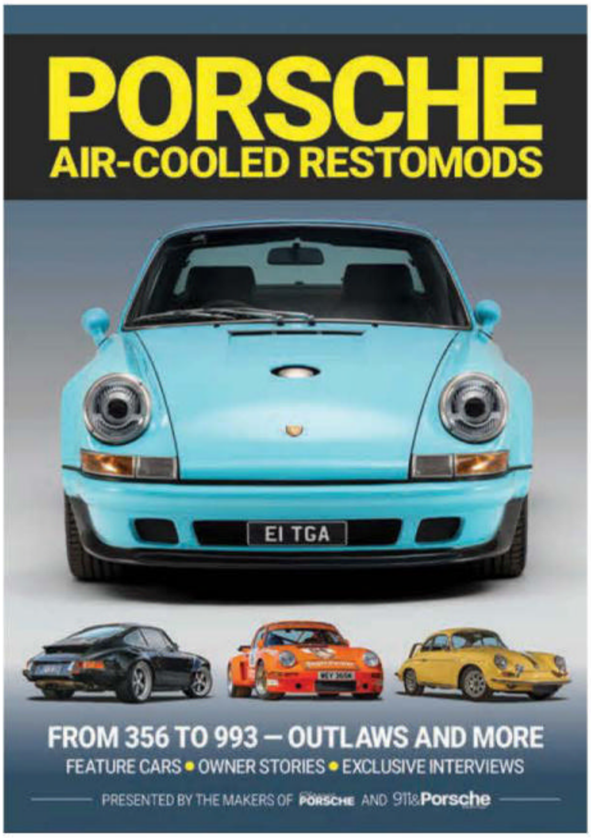


Part number: ECK 8115/1

NEW PORSCHE MODERN CLASSICS BOOKAZINE

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. The team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. *Air-Cooled Restomods* is available to order at the link below.

Price: £14.99
shop.kelsey.co.uk/restomod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This new inspection camera from Draper Tools features a semi-rigid five-millimetre cable, making it ideal for examining wall cavities, pipes and other narrow spaces, as well as for closely inspecting engines and hard-to-reach machine parts. The camera's brightness is adjustable — thanks to eight built-in LEDs — and features a large colour display, although black and white can be selected, as can adjustable contrast settings. The camera is rated IP67, meaning it can withstand short periods of immersion in water up to a depth of one metre and is suitable for use in dusty environments. Unlike endoscope offerings from other manufacturers, the inclusion of a high-resolution screen allows for real-time observation without the need for Wi-Fi or a mobile app. The device is powered by a rechargeable lithium-ion battery (providing up to five hours of run time) and is accompanied by a USB-C charging cable. Supplied with accessories, including a hook, magnet, mirror and three spare fixing covers, the product is offered at a seriously pleasing price point.

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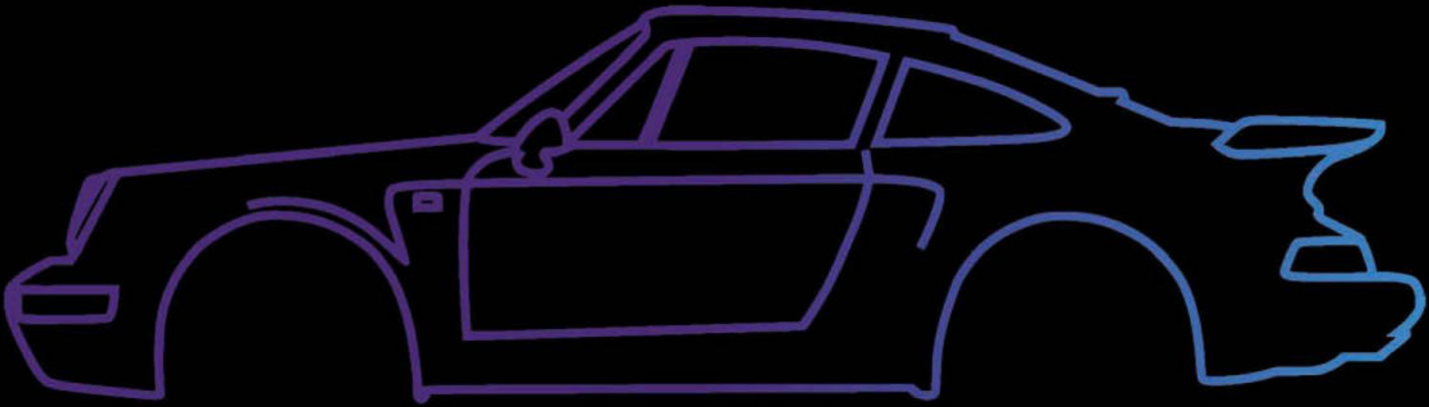

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TOM VAGI

You'd think the current high number of automotive manufacturers fighting for supremacy among car buyers would encourage a radical approach to the design process, but have we seen the last of cars making little sense to anyone but driving enthusiasts?

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

Recently, I was reminded of the list of cars I wish to own. My dear wife often comments on how long this list is, usually with a roll of her eyes, though I'm sure I detect a smile. I've yet to meet a car enthusiast without a carefully considered list of dream drives. That said, I've long maintained the best cars I've owned fell in my lap, so to speak. This is to say, at the time of their acquisition, I wasn't looking. It's been a long time since this scenario presented itself, hence you can imagine my surprise when a 1992 Mercedes-Benz W124 500E made itself known to me this summer.

I started out in this business a mere twenty-six years ago. I was serving as an apprentice at a Mercedes dealership. For those of you doing the maths, yes, it was 1999. While the 500E and E500 were rarer than the usual Mercedes models I saw in the workshop, they would occasionally present themselves for routine service and, in some cases, warranty issues. Irrespective of why they were in attendance, I was smitten. The combination of luxury and power has always made the model stand out. I liken it to James Bond in a tuxedo — class and polish, but not something to be messed with. It took only a few test drives for me to promise myself I'd own one (a 500E, not a tux).

As busy as I've been with family matters of late, I haven't been keeping a close eye on classifieds, but it seems the universe decided now was the time I should be hit with a superb German super-saloon. I bought the car without delay, leap-frogging the usual hand-wringing and chin stroking. Sometimes, you gotta do what you gotta do.

For those of you who don't know why I'm rambling on about a Mercedes-Benz in a Porsche magazine, you'll be happy to know the 500E/E500 was, in fact, a joint project undertaken by Mercedes-Benz and Porsche. We'll publish a detailed account of the story in a forthcoming issue of this magazine, suffice to say Mercedes wanted to build a car to compete with the output of then newly formed Lexus, simultaneously presenting a separate car to beat the BMW M5 of the day. The Lexus-beater would be built at the Mercedes factory, while the M5-beater (500E) would be built at the Porsche plant finalising the 959.

In a carefully choreographed set of movements, it took eighteen days to complete a 500E from start to finish. What emerged was a truly incredible car. Moreover, this is a car making little sense. We all know them: the Bugatti Veyron, the Carrera GT, the 959, even the Volkswagen Phaeton. None were profit centres for their manufacturers, but all were out to prove something, if nothing more than the fact they could be built and homologated for road use. These cars were a tour de force of technical and engineering skill benefiting models lower down the food chain.

In the case of Mercedes, it seems trends have shifted. Indeed, as one commentator noted, there was a time when engineers designed cars, then the price was figured out. In the sea of manufacturers and models today, I'm left wondering which brand would take the brave stance not to build a car to a number. I understand profits need to be made, but the real question is whether profit margins have now slimmed down to the point no more of these cars-not-making-sense can be built.

At the time the 500E was launched, Mercedes was highly successful and was building excellent cars, but nothing particularly unusual. The brand was honing previous designs. Okay, new cars were being developed, but nothing wild. Then competition arrived from Lexus, forcing Benz bosses to build the 400E and 500E. Skip to the present day, and I wonder who is forcing hands among automotive manufacturers? Sure, there is competition between brands, but with the exception of the recent wave of EVs, what really epic (completely senseless) cars have been built in recent times? I consider the tumbleweed to be mildly concerning.

The fact remains: the 500E may never have been built without the push from Lexus and without the brilliance of the period's M5. Otherwise, Mercedes would probably have stuck to making sensible vehicles. If this had been the case, the bucket lists of many car enthusiasts would be somewhat shorter. It turns out, if you wait long enough, cars on your wish list will eventually drop in your lap, but in doing so, they may case cause you to look at the current automotive landscape differently. ●

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KARL MEYER

Forget Christmas. For motor traders, September has historically been the most wonderful time of year. Consider, then, the shock and amazement at last month providing a decidedly poor set of sales figures. What is the cause? More importantly, what can be done about it?

Karl Meyer** is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit **theporschebuyer.com

Last month, I shared the importance of September being a vital indicator for the overall health of the motor trade at large. I promised you a further update. With that being said, this month, I find myself reaching for the industry's medicine cabinet — September's results indicate concerning new patterns. I don't want this to sound overly inflammatory, but here at *theporschebuyer.com*, we work closely with all fifty Porsche Centres, and we're being presented with cause for concern.

In years past, when working in a main dealer, no matter what the economy did, I could always rely on starting September having already achieved my targets in both the workshop and the sales department. The biggest challenge was managing a high number of handovers to excited new customers. This year, I was taken aback by conversations at franchise and Centre level suggesting September targets would prove a challenge to fulfil. To allow that statement to have its full gravitas, I need to point out I don't ever remember September being a red flag.

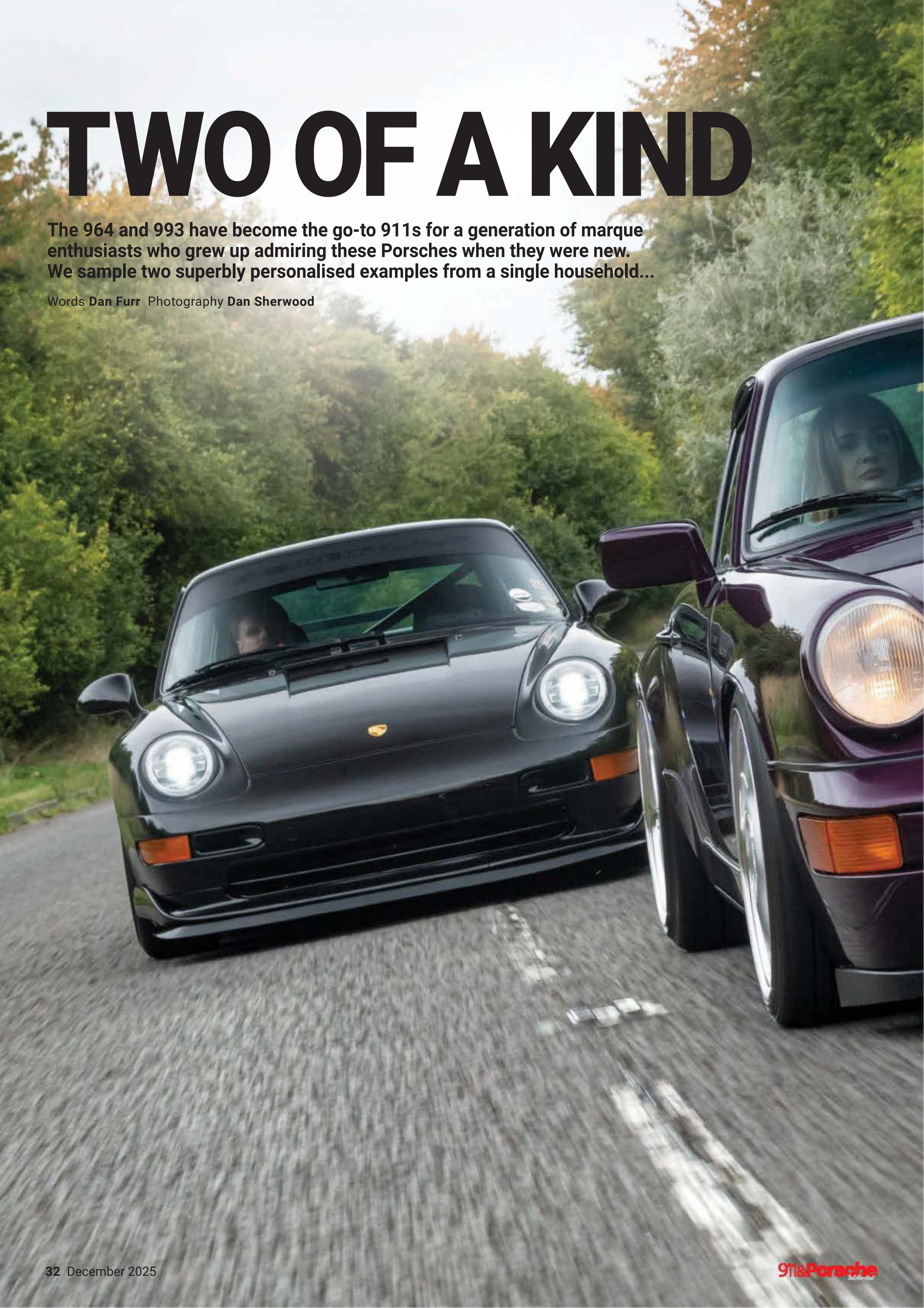
Regular readers will know we have made it our mission to bring you the unbridled truth of the Porsche marketplace in order to help you make safe and wise buying and selling decisions. I have to admit, a struggling and, in many cases, totally failed September is a watershed moment for professional buyers, not least myself, someone who deeply loves this industry. Of course, whenever faced with painful or troubling data, I want to make sense of it all. So, then, let's look at what may be behind the problem.

Alongside the list of economic issues noted previously, I have for long voiced my concern the franchise dealer model is too big and too far removed from the retail customer's needs in order to be effective. With new Porsche Centres costing in excess of twenty million quid, Centres are primarily owned by listed corporates beholden to shareholders first and customers second. My prayer for the brand would see a return of privately owned, smaller, customer-focused Porsche Centres, where the privateer-owner stays with the business, its teams and its customers for decades. In doing so, they would be naturally inclined to build long-term relationships with both staff and local Porsche communities, where profit is realistic and important, but by no means the only criteria by which decisions and goodwill gestures are made. I raise these points now because I believe — on top of the clearly difficult and conspiring marketplace — unrealistically increased financial targets are going to be the next very big challenge the Porsche Centre network will face.

There has already been a huge shuffling of Centre custody this year. It will be interesting to see how new ownership reacts if profit is undermined. What's interesting to note is the focus of major missed profit landing squarely at the lack of new Macan EV stock. This all-electric version of the perennially popular compact SUV sold very well at the front end, just as we saw with the early Taycan. I am most intrigued to see how Macan EVs perform in the used car market in a year or so.

Can there be a silver lining to these recent discoveries? Well, I believe so, and it seems to already be in play. The marketplace for used Porsches seems to be in far better health than that of new cars, with the number of days in stock lowering. Small margin recoveries are being seen across the board. That said, many dealers are struggling to get hold of good-quality stock.

A number of UK-authored reports confirm Porsche owners are holding on to their used cars longer, possibly due to increased new vehicle prices. Combined with the shortage of cars manufactured three to five years ago, there aren't enough good-quality used Porsches coming to market to allow for a once-again thriving sector in the short term. This has obvious effect on the possibility of a much needed healthy equilibrium of supply and demand to return to the industry and, specifically, the Porsche marketplace. ●



TWO OF A KIND

The 964 and 993 have become the go-to 911s for a generation of marque enthusiasts who grew up admiring these Porsches when they were new. We sample two superbly personalised examples from a single household...

Words **Dan Furr** Photography **Dan Sherwood**

95 SHH

Above Sarah's love of air-cooled 911s stretches back to her childhood, when her mum owned a Turbo

If you require proof of the 911's ability to inspire successive generations of marque enthusiasts, then look no further. Spread across these pages are photographs of two uniquely personalised air-cooled Neunelfers, which in itself isn't anything unusual, certainly not for the pages of *911 & Porsche World*, but the fact one of these cars is a 964 and the other a 993 is significant. We've wanged on about this previously, but you don't have to travel too far back in time to land in an era when both models were, frankly, unloved. The 964 in particular was considered the black sheep of the 911 family, with values levelled accordingly. Put it this way, once upon a time, you could obtain a fully operational 964 for less than ten grand. Granted, the car might have needed loads of work, and there was every chance it would have been leaving its mark all over your driveway (I like to think of oil leaks as a car 'sweating horsepower'), but the fact remains: ownership of a 964 was cheap, certainly by today's standards. Put simply, few people wanted to own this generation of 911, resulting in many examples finding their way into the hands of owners who couldn't or wouldn't find the funds for required maintenance.

What changed? To answer this question, it's important to note the 911 has enjoyed uninterrupted production since 1963, back when the model was launched as the Type 901 (before Peugeot kicked up a fuss about Porsche using three-digit model designations with a zero in the middle). Unlike cars enjoying similarly long runs on their respective factory assembly lines — the classic Mini, Land Rover, Ford Mustang and Volkswagen Beetle spring to mind — the 911 has enjoyed a process of evolution, rather than revolution, which is to say, with the exception of legislation forcing a switch from air cooling to water cooling, Porsche hasn't felt the need to reinvent the wheel, so to speak. Okay, you might need to squint a little when comparing old and new, but from an engineering perspective, the modern-day 911 is a clear descendent of the Type 901. Can they really be viewed as cut from the same cloth? Some might consider this claim a stretch, but note how a new-not-so-new Beetle is front-engined and you can see the point I'm making. Evolution, not revolution.

In an extraordinary turnaround in fortune, the 964 is, in many respects, now the darling of the 911 scene. Some will claim this is the effect of Singer Vehicle Design et al creating

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awe-inspiring reimagined 911s based on the 964 platform, generating a new audience of Porschephiles along the way. There's undeniable merit in this claim, but I sense the truth of the matter is much closer to home.

HISTORY REPEATING

Take a look at the 911's evolutionary journey. On average, the life cycle of each generation is around five years, sometimes a little longer. Yes, the G-series remained in production for fifteen years prior to the arrival of the 964, but within this 'impact bumper' range of 911s resides evolution within evolution, namely the Carrera 3.0, SC and Carrera 3.2. Having a single iteration of 911 make its mark across a half decade pretty much ties it to the formative years of a corresponding generation of automotive enthusiasts. It becomes 'their' 911. This, I suggest, is a major contributing factor to the popularity of the 964 following the many years it spent in the doldrums. The *Bad Boys* generation of petrolheads has claimed the 964 as their own. You only need to look at the average age of present-day owners to see what I mean.

"The 964 offers the same silhouette as earlier 911s, but blends classic styling with modern levels of comfort, performance and reliability," reasons Sarah Hilton, owner of the stunning Amethyst Metallic Carrera 4 on these pages. She's been a fan of air-cooled 911s for as long as she can remember, her love of the marque a direct consequence of her mother owning a classic 911 Turbo and, later, a 964 Targa. "They had to make way for sensible family cars," she smiles.

Gone, but not forgotten — later encounters with standout examples of the breed convinced her she needed a 964 to call her own, though a plethora of German metal preceded her time in charge of this 911. Various VWs, BMWs and Audis came first. Most were modified, not least her BBS-riding Pasadena Blue Mk2 Golf Driver, subjected to an ABF engine swap and gaining recognition in various magazines. In fact, coupled with intrigue regarding a girl being so heavily involved in the tuning scene, the pristine hot hatch gained her an army of adoring fans (her social media feeds generate millions of views each month), among them Billy Hilton, who as the surname suggests, is now her husband. "I found

Above Amethyst was the colour used by Porsche on its covered 964 'Jubi'

Below 3.6-litre M64 flat-six was refreshed

Above and below Sarah wanted a 964 she could use daily, and tells us the car's interior will soon be retrimmed to original factory specification

her on Instagram," he laughs. The rest, as they say, is history.

Speaking of perfect pairings, the super-clean 993 Carrera accompanying Sarah's 911 is Billy's pride and joy. We'll come to this Porsche shortly. First, let's delve into the story of Sarah realising her dream of 964 ownership.

"I was close to pulling the trigger on many different occasions," she says, recalling the various times she was preparing to buy a 964, before life had other ideas. "Each time, something got in the way, such as the funds I'd earmarked for a 911 being gobbled up by a house purchase, or the cars I set my sights on no longer being available, as was the case when I was on my way to Cambridge to view a 964 I was sure I'd be driving home in, only to be contacted by the seller and told the Porsche had sold while I was making my way to the viewing." Purchase of a Macan GTS softened the blow.

LATER ENCOUNTERS WITH STANDOUT EXAMPLES OF THE BREED CONVINCED HER SHE NEEDED A 964 TO CALL HER OWN

The universe seemed to want her to remain without a 911. Things changed when a friend got in touch to say he'd come across an early 964 Carrera 4 available for purchase. In the seller's custody for almost thirty years, the car had been well cared for, remained in standard specification and was finished in rare Silver Metallic over Linen half-leather. "Finally!" Sarah laughs. "The car had been treated to a top-end engine rebuild. I wouldn't say it was a cherished Porsche, but it was certainly looked after. My beady eye noted slight paint mismatch where minor bodywork had been carried out, but otherwise, the car was exactly what I wanted — a 911 I could use daily."

Its arrival at Chez Hilton was as almost dramatic as its subsequent makeover. "I collected the car and brought it home ahead of its anticipated arrival," Billy interjects. Surprise was the name of the game, though he hadn't planned on alerting Sarah to the silver stunner landing at their house quite as the event panned out. "I discovered

power to the driver's seat was non-existent. It was pulled forward, meaning I was hunched over the steering wheel. Worse, the secondary horn was stuck. I tried to disable it, but ended up driving all the way home with the part blaring at full blast." Quite the entrance.

PUSHING FORWARD

This was December 2023. With the seat fixed and the horn sitch remedied, Sarah used the car as was for a year, before its transformation into current specification. The mechanicals were addressed first, the work handed to James Reynolds at OBD Works. The 3.6-litre flat-six was removed and refurbished, all seals, fasteners and serviceable components renewed, no expense spared. A lightweight clutch and flywheel were added to the mix, as was a Fabspeed Cup pipe, but the car's aesthetic is where the most significant changes took place.

"I wanted a set of ETA BETA Turbo Twist staggered eighteen-inch wheels, but they very rarely come up for sale," Sarah sighs. As luck would have it, however, a full set of this mid-1990s five-spoke presented itself available for purchase not long after she took ownership of her 911. "I couldn't believe it! The wheels weren't correct fitment, but after a fair amount of work, including the appointment of new barrels, dishes and bolts, they sat in place as I hoped." There was only one problem: the wheel arches were uncomfortably tight against the low-profile rubber wrapped around the rear wheels, which span ten-and-a-half inches of width, not helped by the heavy drop in ride height brought about by custom lowering springs linked to KW Variant 3 coilovers and RS top mounts.

Enter Khyle Tubbs, proprietor of Str8 Paint. Sarah tasked him with treating the car to glass-out respray in Amethyst Metallic, the colour Porsche used for the 911 30th Anniversary, a limited edition 911 colloquially known as 'Jubi'. Using the body of the 964 Turbo with the running gear of the same-generation Carrera 4, Porsche produced just 911 units, making it a bona fide collector car from the off. Not that Sarah was wanting her car to emulate the look, you understand. "I just loved the colour," she says. "I wasn't

Above Wide wheels necessitated flaring of the rear arches

Below For the Hiltons, love of 911s is a family affair

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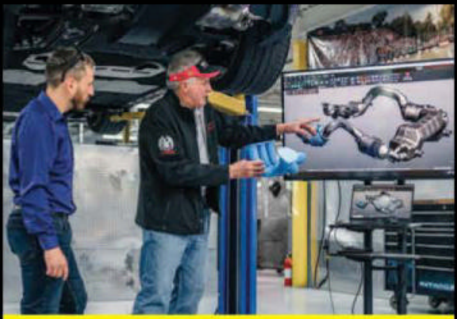

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inspired by the Anniversary model, and I certainly didn't want my car to feature muscular haunches." Even so, slight flaring was required in order to accommodate those rare wheels.

As was the case with the engine, after Khyle restored the body, Sarah insisted on all new components during reassembly. The rear screen, for example, is an RS item, thereby not needing a rubber plug to accommodate the desired wiper delete. An RS parcel shelf was therefore also needed. The front glass is new, as are the rear lights and even the signature *heckblende* reflector strip. As before, all new seals and fasteners were applied.

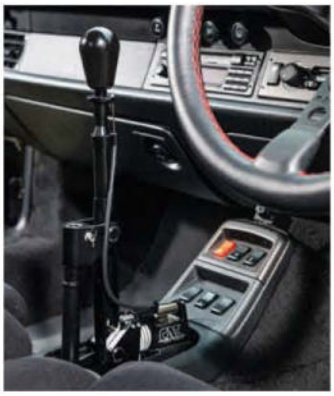
Not forgetting Billy's 993, the full specification of Sarah's build is beyond the scope of column inches we have to play with today, but some of the choice equipment she incorporated into the revised look of her car includes a RUF-style splitter and RS intake ducts in place of the fog lights. Can you spot what's missing, though? The lack of side repeaters and headlamp washer jets are just two examples of minor details contributing to a seriously clean look. Nothing outlandish, mind. No fuss, OEM-plus.

Stopping power is provided by a 993 brake conversion, while a Focal audio system centred around a retro-look Bremen SQR 46 DAB head unit does its best to compete with the soundtrack provided by the exhaust. All in, this is a seriously sorted 964, enhanced by updates sympathetic to Porsche's original design.

"The interior is the next big project," Sarah reveals. "I had the gearstick and handbrake gaiters retrimmed, which lifted tired aspects of the cabin, but my intention is to return the seats and carpets to as-new condition, following the original design of Linen half-leather and striped fabric, which looks great against Amethyst." Agreed. Black would only serve to diminish the extraordinary impact of the pristine purple paintwork, which gives of hints of pink and burgundy, depending how light hits it.

The same can't be said for Billy's 993, dressed in a lick of Schwarz, essentially the metallic black pre-dating Basalt, though this doesn't mean the car's bodywork is any less eye-catching than that of Sarah's 964. In fact, the longer

Above and below Billy's Carrera was ferried to Gemballa for a host of carbon-fibre body parts



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Above Interior is rocking the Clubsport vibe, emphasised by half roll cage and Recaro bucket seats

you look at this Carrera, the more you notice all is not as Porsche intended. Those long-discontinued Gemballa side skirts, for example, indicate changes afoot. "I've been approached by numerous companies keen to take moulds from these skirts and remanufacture the parts," he grins. "They're expertly fixed into place, and deliver function, as well as form, providing intake scoops at the rear quarters. Admittedly, they're lower down than those you'll find on a 964 Turbo S, but they do lend themselves to thoughts of bigger displacement and a conversion to forced induction, which is something I'm keen to explore in the not too distant future."

GEMBALLA PARTS HAVE ALWAYS BEEN AN ACQUIRED TASTE, THOUGH THERE'S NO DOUBTING THE QUALITY OF MANUFACTURING AND INSTALLATION

In the here and now, I'm keen to discover the condition of the car prior to it arriving at the Hilton home. "It was a bit of a wreck," Billy acknowledges. "The previous owner hadn't spent money when needed and was keeping the car outside under a tarpaulin. I remember pulling up on our driveway and Sarah asking why I'd bought such a terrible 993. Thing is, I had a vision of how the car *could* be."

A self-confessed Rover apologist with a string of modified 216s — and even a 620ti Turbo — to his name, Billy migrated to performance Audis before determining he needed a 993 in his life. "I run a company installing high-end automation and audio-visual systems in the homes of affluent clientele, who often have interesting car collections. I noted just how many included 993-generation 911s. Spending time around these cars solidified my enthusiasm for the model, hence my decision to buy this Carrera."

Finished in black over black, the example he acquired was making use of many desirable parts, but it was obvious serious recommissioning was required. "The steering rack was leaking and making a terrible noise," he explains. "The air-conditioning system wasn't working. The tyres were mismatched. There was rust around the rear glass and the windscreen washer jets. The history file demonstrated the seller's reluctance to shell out for maintenance and necessary remedial work. The list went on. On the plus side, friends familiar with 964s and 993s confirmed the car was solid underneath, and it was loaded with a wealth of desirable parts the seller had failed to disclose. Then there was the test drive. For all its faults, the car felt more aggressive, more urgent than other 993s I'd viewed."

As the accompanying paperwork revealed, not long after being delivered new in 1995, this 911 was shipped to the workshops of Gemballa, the German tuning house famous for its wild reimaginings of air-cooled 911s,

Above Gold BBS LM split rims look great on all classic 911s

as favoured by, er, Vanilla Ice. While in the custody of the Leonberg concern, the car was kitted-out with a revised front bumper, the aforementioned side skirts, custom suspension, a bespoke exhaust and badges marking the car as something out of the ordinary. All the exterior add-ons are manufactured from carbon-fibre, a seriously exotic material in the mid-1990s. Receipts exhibiting numbers taking the fight to the length of the car's VIN prove as much.

Gemballa parts have always been an acquired taste, though there's no doubting the quality of manufacturing and installation. "The side skirts were cut into the rear quarters, not crudely bonded in place," Billy stresses. Not that he kept all the parts the car came with. The front bumper appendage, for example, made way for a GT2 lower extension and 996 GT3 chin spoiler when Khyle was asked to achieve cosmetic perfection.

As was the case with Sarah's 964, a glass-out, bare metal respray was the order of the day. The previously mentioned corrosion was dismissed, as were the side repeaters and headlamp washer jets. Additionally, mirroring the specification of Sarah's 911, lightweight RS glass was installed. Rennsport parts abound, in fact, evidenced by installation of an RS Clubsport adjustable rear wing, an RS clutch, a matching flywheel, RS intake ducts in the front bumper and, as you've probably anticipated, RS top mounts, which work with GT2 uprights, KW Variant 3 shocks, custom coil springs and polyurethane bushes fitted to new OEM supporting suspension equipment. Oh, and a new steering rack joined the party, natch.

"The Gemballa coilovers, which were re-branded parts from a known damper manufacturer, were way beyond their best, as was the Gemballa exhaust, which I replaced with a Cargraphic system utilising a catalyst bypass pipe and Fister Stage 3 backboxes," Billy explains. "The engine was treated to an overhaul, after which, Wayne Schofield at Chipwizards was given the job of recalibrating the ECU, resulting in a respectable 314bhp, which is perfectly adequate, pushing the engine to the upper reaches of where I'm comfortable running it without having to make serious changes to specification."

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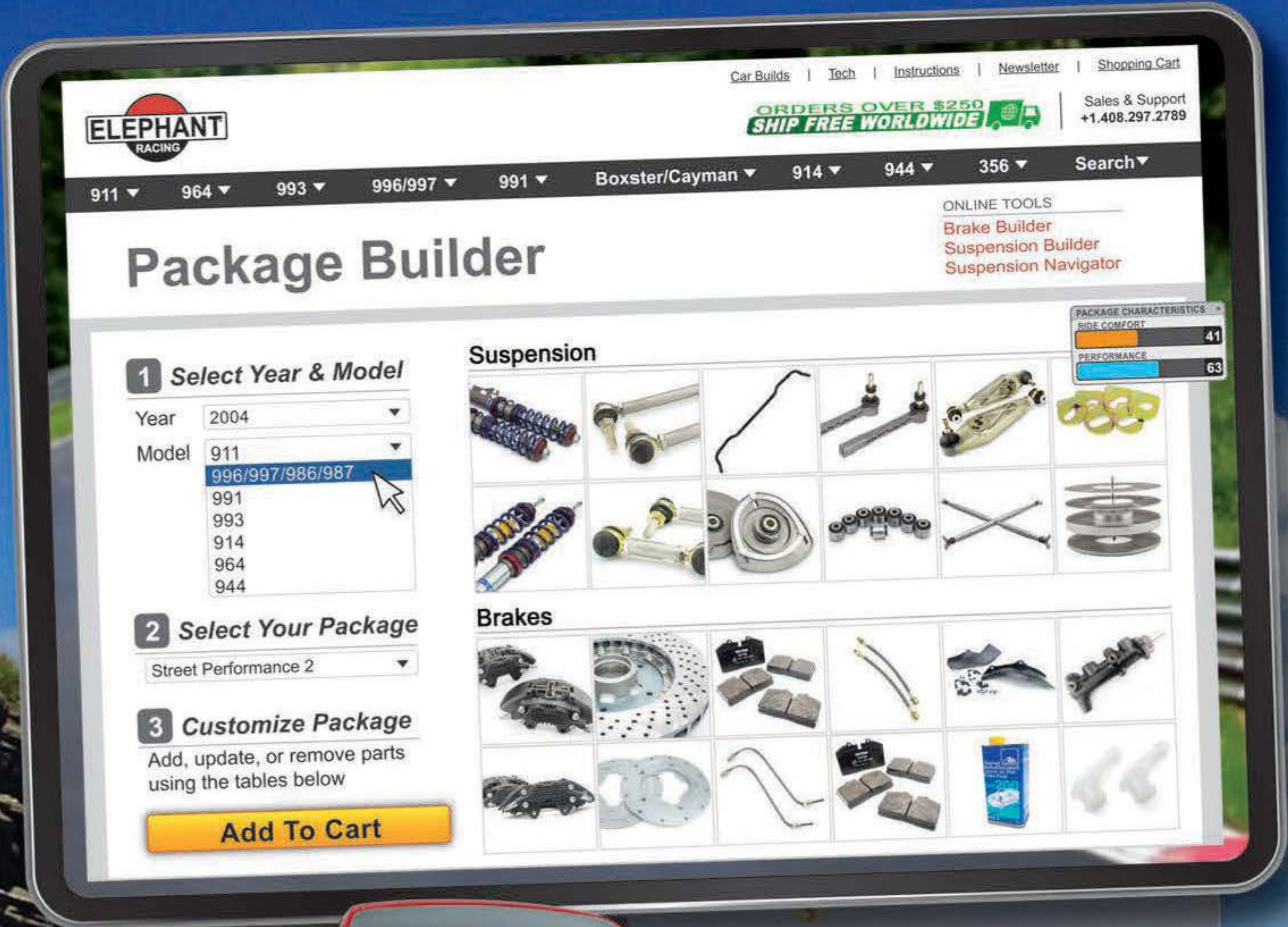

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OEM 993
95 SHH

Facing page Unlike the flat-six powering Sarah's 964, the M64 in Billy's 993 has been given a lift in power to 314bhp

transmission managed by a CAE shifter. This isn't the only striking addition to the interior, which like Sarah's 964, is home to a MOMO drilled three-spoke steering wheel — a DAS half roll cage occupies the rear of the cabin, while the front plays host to Recaro Pole Position buckets astride custom mounts.

WE'RE ON THE VERGE OF A 993 RENAISSANCE, WHICH WE ANTICIPATE WILL FOLLOW THE PATH LAID DOWN BY THE 964

The Gemballa badging is long gone, replaced by 992 Carrera T lettering. Another subtle exterior update are the car's Morimoto LED headlights, turning night into day. "Significantly better than the candles at the nose of my 964," as Sarah puts it. The 993's 'big reds' are a step up from the stoppers on the Amethyst machine, too.

The wheels are a 911 staple, taking the form of BBS LM eighteens with eleven inches of girth at the rear. "Carefully considered geometry has ensured this 911 feels sharp and planted, despite the significant drop in ride height," Billy relays. "I can drive this car with one finger, the steering wheel staying true. It's almost Clubsport in nature. That said, the engine is at the limit of its power, enforced by a sensible redline to avoid unwanted breaks in traction and mechanical maladies. There's a lot of top end power, but not a huge amount of low-down torque."

Whereas Sarah's 964 is OEM-plus, you could argue this 993 is now OEM-plus-plus. Future plans include a sunroof delete ("it's a forty-hour job, which I can't justify while we're in the process of renovating our home"), but on the whole, this 911 is precisely where its owner wants it. "Cosmetically, the car is perfect. Alex Wright at Vivid Vinyl has protected the paint with PPF, allowing me to push on without fear of compromising the finish." We've lost track of the number of 911s restored and then considered 'too good to use' by owners previously wanting to put their cars into regular service. Both Billy and Sarah use their Porsches regularly, but not just for high days and holidays. "I wanted a 964 I could go to the shops in," she shrugs. "It's important we can use our cars whenever we want, however we want, weather permitting. Road trips, commuting, shows, coffee mornings. Whatever the occasion, these 911s have to be able to perform."

Talk turns to consideration of a 964 Targa doer-upper for use in all seasons. Ah, there it is again, the now go-to 911 for today's cognoscenti. Then again, as Billy's enthusiasm for the 993 demonstrates, we're on the verge of a 993 renaissance, which we anticipate will follow the path laid down by the 964. The difference, of course, is the 993 never falling foul of neglect the way of its predecessor. Values of Porsches were already on the rise by the time the last generation of air-cooled Neunelfer trickled down to the masses, meaning, on the whole, it never suffered at the hands of inconsiderate (irresponsible?) owners skimping on spend.

With the 964 produced in relatively small numbers — quite apart from the criticism it faced from Porsche purists when new, this model was seen as a lemon by many in the corridors of Zuffenhausen, who couldn't wait to introduce the 993 — many big-name restomodders are now switching their allegiance to the later Porsche. If the effect of reimagined 964s at the hands of Singer Vehicle Design or similar is anything to go by, expect fresh interest and a rise in values accordingly. Our advice? Follow Sarah and Billy's lead and grab yourself a 964 or 993 while you still can. ●

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1975 Porsche 911 Carrera Sunroof Coupe #18161

Presenting an extremely original air-cooled Carrera Coupe featured here with matching numbers and 61,825 miles on the odometer. With only 395 examples ever made, this particular 911 is number 287, making it a highly sought-after collector's item. Don't miss out on the opportunity to own a piece of Porsche's storied legacy. The Porsche is finished in an exclusive Paint-to-Sample Green (257) with a luxurious Cinnamon interior, and is mechanically sound. For $146,500

1959 356A 1600 Reutter Cabriolet #18265

This magnificent Porsche 356A Cabriolet is finished in classic black with a tan interior. Powered by a 1600cc flat-four engine and equipped with Weber dual carburetors, paired to a spirited 4-speed manual transmission. A beautiful and mechanically sound example, this is a worthy addition to any serious Porsche collection.

For $129,950

1995 993 Carrera Cabriolet #18996

Shown here is an example with only 59,633 miles on the odometer, finished in the factory special-order Polar Silver Metallic with a Blue interior. Comes with clean CARFAX report, along with service receipts totaling $17,545.15 invested between December 1997 and March 2016. Available now.

For $59,950

1969 Porsche 912 Coupe #18602

This Bahama Yellow and mechanically sound Coupe features a flat-four engine paired with a 5-speed manual gearbox, Solex dual carburetors, chrome trim, and four-wheel disc brakes for precise performance. This highly collectible Porsche comes with the manufacturer's literature and is mechanically sound.

For $69,950

1976 Porsche 911S Coupe #18217

Presenting a matching-numbers Coupe finished in its rare Emerald Green Metallic over its Cinnamon exterior, powered by a 2.7L fuel-injected flat-six with a 5-speed manual. A highly desirable color combination and sought-after model, this example is both collectible and mechanically sound.

For $108,500

1993 Porsche 928GTS 5-Speed #16157

This limited-production GTS finished in its factory color Slate Grey Metallic is powered by a V8 engine and paired with a desirable 5-speed manual transmission and power steering. This example is accompanied by its original owner's manual booklet, a clean Carfax report, and an impressive file of service receipts totaling more than $42,000 in documented investment from February 1995 through May 2022. Available now.

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1986 Carrera Super Sport Cab Turbo-Look M491 #17610

Featured here is a matching-numbers example with only 28,400 miles on the odometer. Outfitted with the coveted M491 option package, this Super Sport model which is often referred to as the "Turbo-look". This example is truly extraordinary with only 26 right-hand-drive Cabriolets were ever produced. With such limited production numbers, this car represents a golden opportunity for collectors and enthusiasts alike.

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1963 356B 1600 Super T6 Cabriolet #18912

Introducing this rare and desirable Super T6 Cabriolet, presented in its factory color combination of Guards Red with a Black leather interior. This matching-numbers example is one of only 931 Reutter T6 Cabriolets built in 1963 marking it as a rare gem in the world of classic cars. This Cabriolet embodies the timeless elegance and enduring investment potential of the 356 lineage and is mechanically sound.

For $169,950

1977 Porsche 911S Targa #18538

The performance of this air cooled comes from the iconic 2.7-liter flat-six paired to the 915 5-speed gearbox, supported by its fuel injection, and its four-wheel disc brakes. What sets this example apart is its extensive documentation: a large collection of service receipt copies totaling $51,087.57, covering nearly five decades of care between February 1975 and June 2023. A timeless classic 911S Targa that is mechanically sound.

For $54,500

1968 912 Soft Window Targa #14834

This classic air cooled Porsche comes with an owner's manual and receipt totaling more than $23,000. It documents extensive service work, including a crucial engine overhaul completed in 2021. Do not miss your chance to own a piece of automotive history with this 912 Soft Window Targa that is mechanically sound.

For $79,950

1986 Porsche Carrera Targa #18979

Introducing an Iconic Open-Air Classic finished in its original Grand Prix White over a parchment interior. This timeless Targa example captures the perfect blend of performance and style. Performance is delivered through the legendary flat-six engine paired with a precise 5-speed gearbox. Available now.

For $59,950

1985 Porsche 928S #18935

Fresh out of long-term ownership, this example is known for its exceptional handling and balance. The 928S combines a front-engine, rear-wheel-drive layout with advanced suspension, delivering both performance and comfort. Under the hood, a fuel-injected 5.0-liter DOHC 32-valve V8 is paired with an automatic transmission.

For $16,750

1973.5 911T Sunroof Coupe #18049

Finished in its factory color scheme of Sepia Brown exterior and beautifully complemented by a Beige/Tan interior. This California car is equipped with a 915 5-speed manual transmission and Flat 6 Cylinder 2.4-liter engine. This is a classic car with exhilarating performance that is mechanically sound.

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ICE, ICE BABY

Offering one of the most enjoyable pursuits you'll ever have the pleasure of experiencing in a Porsche, Lapland Ice Driving places GT3s on frozen full-size replicas of the world's best-loved Grand Prix circuits...

Words **Chris Wallbank** Photography **Felix Macias**

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ICE DRIVING

Imagine the scene. You're in the middle a frozen lake in the heart of Swedish Lapland, sitting behind the wheel of a 911 GT3. The temperature outside is a bracing minus ten degrees Celsius, but you barely notice. Your heart's racing. Your appointed driving instructor gives you a quick nod. You grip the wheel and, before you can think too much about what's happening, you're off, sliding, drifting, full-throttle across a revered Grand Prix circuit, albeit carved entirely out of snow and ice. Yes, this is a real place. Welcome to Lapland Ice Driving.

Those of you unfamiliar with this brand are about to start dreaming about it. The wild idea started with a guy named Eric Gallardo back in the mid-1990s. He's a former Lotus engineer and General Motors Europe test driver, meaning sports cars are in his blood. In 2005, he turned his passion for precision driving and icy landscapes into a full-blown business. Since then, Lapland Ice Driving has grown to become the world's largest ice-driving experience. Literally. This is the real deal. I'm talking more than five million square meters of frozen lake surface, meticulously carved into replicas of the world's most iconic race circuits, including Nürburgring, Silverstone, Sepang, Paul Ricard and Yas Marina. All of them recreated — to scale — on a frozen lake north of the Arctic Circle. This place feels completely surreal, as though you're on a film set.

As you can tell, Lapland Ice Driving isn't a typical trackday destination. It's definitely not donuts in snow. It's about learning car control at high speed and testing your limits as a driver in an environment as safe as it is extreme. The team behind this business? Professionals. Full-on motorsport instructors with credentials from top-level championships. They speak multiple languages and will coach you with the kind of calm confidence immediately making you want to push yourself. And they've got your back if you spin out or get stuck. Track-side teams are always on hand, zipping over in trucks with a winch and a smile. This operation is silky smooth and runs like clockwork.

Let's talk about the available cars. To say Lapland Ice Driving's fleet is impressive would be a huge understatement. Ferraris, Lamborghinis, BMWs and Alpines are on offer, but this being *911 & Porsche World* and with me being a dyed-in-the-wool Porschephile, I had eyes only for the 911s in attendance. Five 992-generation GT3s sat in snow like

Above Chris gets the lowdown before taking to the ice

Below Studded tyres give the 911 plenty of extra traction

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LAPLAND ICE DRIVING
LAPLAND ICE DRIVING

frozen sharks ready to pounce, each car finished in eye-popping Shark Blue and equipped with 550-stud ice tyres, uprated Brembo brakes, custom OZ racing wheels and a bespoke exhaust. Of course, being a modern GT3, each car is rear-wheel drive and powered by a normally aspirated four-litre flat-six chucking out well in excess of five hundred horsepower. These cars are kitted-out with PDK transmission and deliver the theatre of an unmistakable GT Porsche soundtrack. Seeing these 911s lined up in the Arctic light gave me goosebumps. They looked as if someone had stolen them from a motorsport fantasy and dropped them onto a glacier. Sure, they're prepped for ice, but they still present the full-fat GT3 experience, albeit on a surface where grip is practically non-existent. This, then, is where the magic happens.

Driving a Porsche at more than 200km/h on ice is surprisingly less terrifying than it sounds. There's something deeply satisfying about linking together a perfect drift through corners, which on any other surface threatens to scare the life out of you. And thanks to the scale of Lapland Ice Driving's tracks — as a reminder, these aren't short loops, but full-length, full-scale, accurately represented versions of the dry-land circuits they impersonate — you get time to find your rhythm. You can genuinely improve lap after lap, feeling your confidence grow as the rear end swings out and you catch it with a flick of the wheel and feathered throttle. Honestly, I've never felt so in tune with a car before.

One of the absolute highlights of the experience was the attention I received from my instructor, David Poussin. From the moment we met, he brought a mix of calm professionalism and pure enthusiasm, making the entire experience even more fun. He was friendly and easy-going, so much so it felt as though I was driving with a mate by my side. A mate who just happens to be an ice-driving wizard.

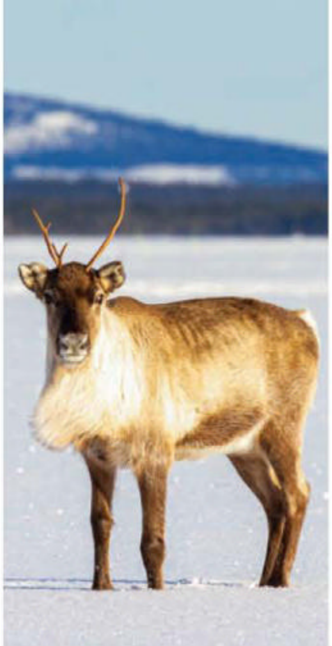
David's instructions were crystal clear and always perfectly timed. It was as if he knew what I needed to hear before I thought to ask. He didn't just coach me through the basics, either. He pushed me. Hard.

Early on, I struggled to tame the beast. Ice doesn't play by the same rules as asphalt. I could feel the car twitch and slide the moment I breathed

Above and below Though the firm's fleet centres around a dozen Shark Blue GT3s, a variety of other cars are available to drive, including Ferraris

LAPLAND ICE DRIVING

LAPLAND
ICE DRIVING



LAPLAND
ICE DRIVING

Above Hospitality is fantastic, with food and drink served throughout visits

on the throttle. I had flashes of control, followed by an occasional spin and snowbank flirts. It was humbling, but oh so much fun. For the first steps, David had me doing short rotation exercises on the site's basic circular loop. Brake, get the car sideways, catch it and control the drift. At first, my execution was clumsy. I'd either overdo it and spin, or understeer and straighten up.

LET'S JUST SAY SMOKED ELK AND WILD BEAR SAUSAGES ARE FAR MORE DELICIOUS THAN YOU MIGHT EXPECT

David, ever patient, kept dialling in little corrections. "More throttle. Good. Now stay in it. Gently. Steer into the slide."

Suddenly, everything fell into place. I don't know what happened. Maybe my brain rewired or I finally trusted the ice, but suddenly, I was drifting the entire loop. One long, smooth, glorious 360-degree drift. Everything just synced. The back end slid out, I caught it, counter-steered, feathered the throttle and stayed locked in all the way around. I heard David cheer me on. I laughed like a maniac.

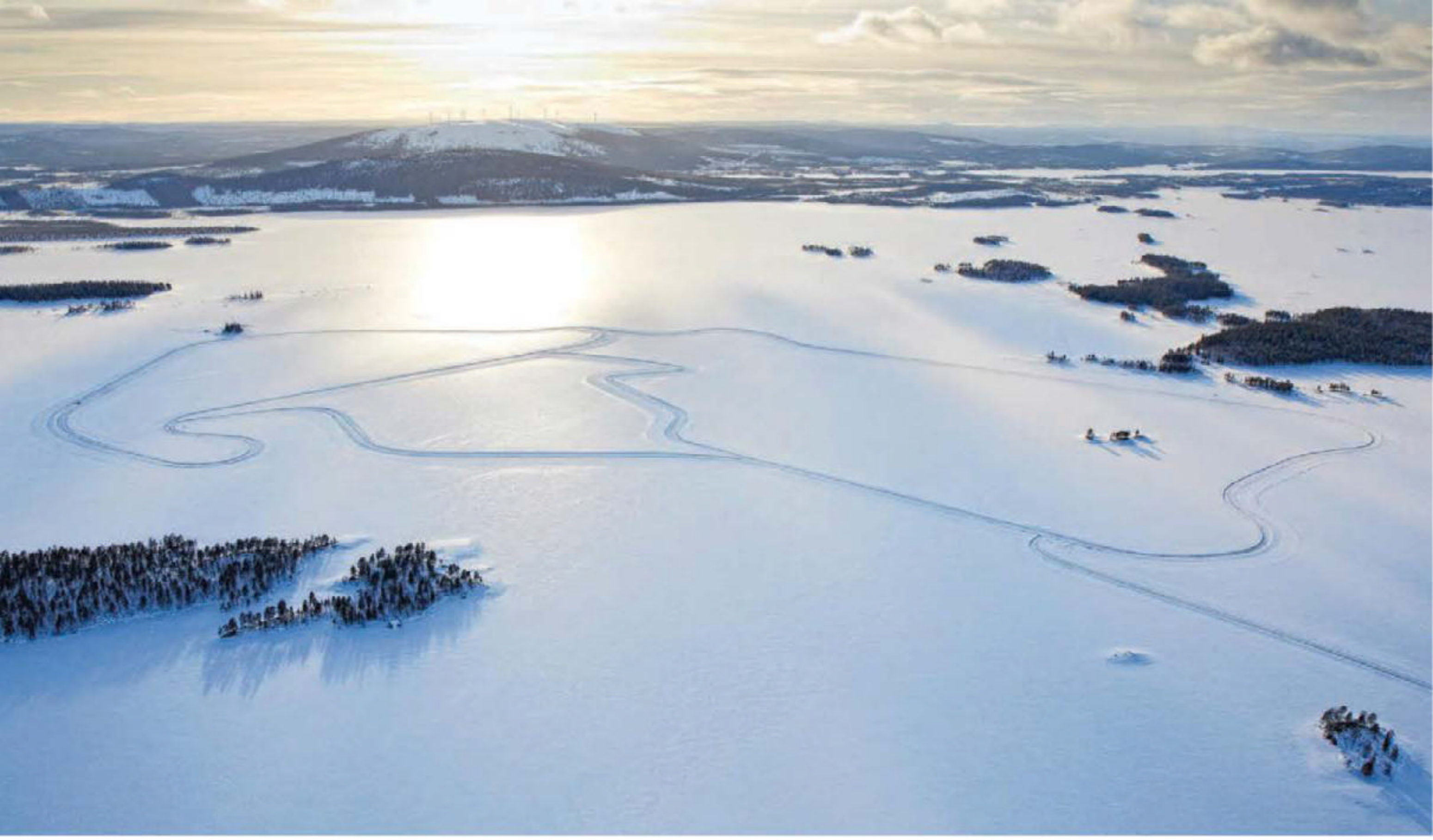
This was the moment I knew I was in love with ice driving. Not the idea of it, but the doing of it.

Each replica circuit has its own heated log cabin for a well-earned tea break after driving in thirty-minute intervals. The idea is you have half-hour in the car, half-hour out of the car, then head back out again. This might not sound like long, but trust me, with all the concentration required, including focusing hard on constantly changing steering input, plus the rush of adrenaline throughout those thirty-minute sessions, tea breaks are needed. The log cabins have an array of refreshments and snacks to indulge in, as well as offering an opportunity to share experiences and compare notes with other attending drivers, whether they're piloting Porsches or the output of a different sports car manufacturer.

As you can probably guess, there were and are plenty of Porschephiles in attendance at Lapland Ice Driving getaways. A visitor from Luxembourg was telling me he had an impressive collection of classic 911s back home. Somewhat unsurprisingly, his weapon of choice for tackling ice driving was a 992 GT3, but he explained he was a regular attendee and had sampled different cars on ice. By his own admission, he is completely addicted to the place.

I get it. I was only three hours in and I was completely blown away by the experience. I've done plenty of traditional track days in my time, most on asphalt, and I've dabbled in a bit of racing with Porsche Club Great Britain, but this was a completely different world, one I was instantly hooked on.

By noon on the first day, I was hammering down the straight on the replica Silverstone circuit, David egging me on. We hit 200km/h on sheer ice,



with snow flying up behind us creating blizzards. I couldn't believe it. It was the odd balance of feeling totally safe, while also completely on edge. The next sense of achievement came when I was linking esses, whilst drifting from one corner into the next. The GoPro footage from these moments is something I will look back on for years to come.

Due to some unforeseen snow drifts, a couple of the circuits carved into the ice (Yas Marina and Sepang) weren't open in afternoon, but I was enjoying the Silverstone track so much, I decided to stay on it until dusk. For some reason, I didn't think I would be drifting in near darkness, but here I was, doing exactly that. I also thought it would be considerably harder to judge corners in low light that it actually was — the insanely bright LED light bars bolted to the GT3 picked out the snowy edges of the circuit better than they could be seen in daylight. The kit on these cars is seriously impressive.

After hours of sliding around with a grin plastered across my face, retreating to the hotel was like sinking into a warm hug. I stayed at the Silverhatten Hotel in Arleplog (Lapland Ice Driving's base), a cozy, four-star spot just a few minutes from the ice circuits. All comforts are accommodated — saunas, jacuzzi, spa treatments, heated vehicles waiting outside. Cocktails and champagne in the lounge area are served every evening. Lapland Ice Driving sure knows how to look after its guests. There's a real sense of camaraderie, too. Whether you arrive as part of a group or, like I did, fly solo, you're bound to end up clinking glasses with a similarly passionate petrolhead over an exquisitely cooked steak following a day of snow-fuelled excitement. I ended up chatting to a Formula Two team boss from the UK. After a couple of glasses of particularly nice wine, we discovered we had a fair few mutual friends back home. Small world indeed. He and I have stayed in touch.

The culinary side of the trip is its own adventure. Breakfasts are hearty and continental in style, lunches take the form of a brasserie-style setup, and the dinners, well, let's just say smoked elk and wild bear sausages are far more delicious than you might expect.

Above Chris enjoyed spending hours hammering the venue's full-scale replica of Silverstone

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LAPLAND ICE DRIVING
GT3

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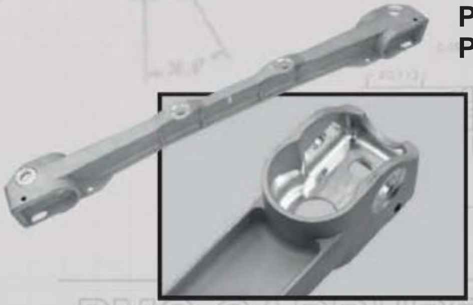

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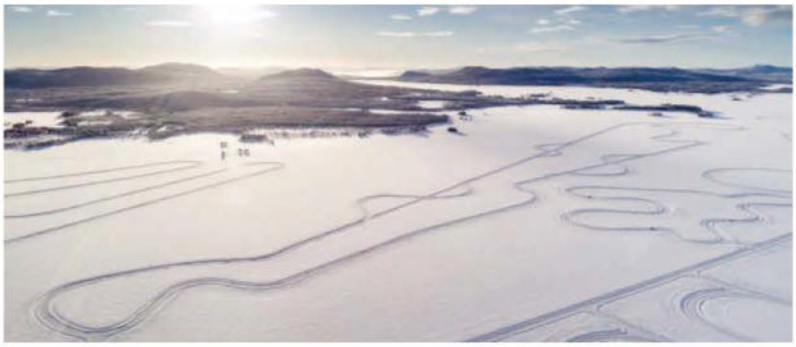

Above Ice-tastic GT3s are kitted with super-bright LED light bars to enable driving long into dusk

Right Paul Ricard Circuit carved from snow and ice

On the second day of my trip, I woke up to perfect weather. Blue skies stretched as far as I could see from the hotel, which is perched on a hill overlooking the beautiful scenic town of Arleplog. After another amazing breakfast, it was back to the ice circuits in my courtesy car, an electric Polestar. This is a nice touch from the team, allowing attendees to make their way to the tracks in their own time and in complete tranquillity, taking in the frozen landscape at their own pace. Essentially, this was the perfect calm before an inevitable storm around the ice tracks, which beg for plenty of sideways action.

> YOU DON'T HAVE TO LIFT A FINGER, EXCEPT TO ZIP UP YOUR SNOW GEAR AND TAKE ANOTHER SELFIE WITH A HUSKY

Upon arrival at the driving site, I was informed by David that the Lapland Ice Driving crew had been working hard through the night to get the previously closed tracks open. Both Yas Marina and Sepang were now available to enjoy, with David telling me we would be hitting Sepang straightaway. I was excited by the prospect of trying another circuit. I knew this one to be more technical than Silverstone, knowledge which made driving even more rewarding after I managed to the link corners together. To think I had little to no experience of drifting before this trip, let alone drifting on ice, was hard to believe.

Over lunch, I had the chance to chat with Lapland Ice Driving founder, Eric Gallardo. He is exactly what I expected him to be: passionate, visionary and incredibly down to earth. We talked about the early days of the project and the challenges of building Formula One circuits in ice, as well as his continued obsession with the driver experience. It was clear this isn't just a business — it's personal. A passion. The sparkle in his eyes when he talked about the cars, the track layouts and even the studded tyres was infectious. I could immediately see how much this place means to him. It has his fingerprints on everything, after all.

Now, if for some unthinkable reason you get bored of driving Porsches sideways on ice (who even are you?), there's plenty more to do. Think snowmobile safaris across pristine

LAPLAND ICE DRIVING
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Above and below The informal approach from the company's instructors makes for an enjoyable drive in unfamiliar conditions

Arctic wilderness. Think dog sledding with impossibly photogenic huskies. Think helicopter tours over frozen lakes and forests. Think ice fishing and snowshoeing, if you prefer more tranquil pursuits.

How about skiing or snowboarding on nearby slopes? The team at Lapland Ice Driving can arrange all of this and more. You don't have to lift a finger, except to zip up your snow gear and take another selfie with a husky.

Another thing I really appreciated was how much effort Eric's team is putting into making this icy paradise sustainable. They've switched their diesel vehicles and heating systems to HVO100 biofuel, which reduces CO2 emissions by about ninety percent. They're even starting to test renewable fuels in the offered track cars and have pledged to plant ten thousand trees a year through an NGO partnership. This isn't lip service, either — you can see environmental consciousness built into how the team operates, from wooden track markers to FSC-certified print materials. It's nice to know you're not wrecking the planet when you're tearing around, pretending to be Walter Röhrl.

There's more to come, too. Starting in the 2026 season, which begins on the 7th January and runs until 23rd March, of which Lapland Ice Driving is now taking bookings (hope online and visit *lapland-ice-driving.com*), the company is opening the LID Centre, a thousand-square-metre headquarters on the lake, making the setup even more convenient than it already is. Eric tells me he is planning briefing rooms, a state-of-the-art workshop, a souvenir and gear shop, a relaxation lounge for drivers and instructors, plus a whole bunch of cool little touches to make the experience even smoother. This really is shaping up to be the beating heart of the ice driving community.

What's the catch? Honestly, there isn't one. Okay, maybe the only catch is the fact you'll want to come back and do this every year. I thought this was going to be a once-in-a-lifetime bucket list thing, but the moment I left, I was already looking at flights for next winter. There's something addicting about mastering the art of driving on ice, about being just on the edge of control and knowing it's all down to you and the car.

Lapland Ice Driving is an absolute must for any Porschephile. It's part motorsport training camp, part luxury Arctic retreat, part childhood dream come true. Granted it's freezing out here, but you'll be having way too much fun to notice. Pack your warmest gloves and go discover the most fun you can legally have on a frozen lake. Just don't say I didn't warn you: the addiction is real. ●

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FIRST CLASS

The first Retro Works GTR EVO? That'll be the Oak Green 993 featured in our October issue. What then, is this Arctic Grey 911, built before the green car, but exhibiting GTR EVO specification? We head to Mirfield in a bid to find out...

Words **Dan Furr, Steve Bennett** Photography **Dan Sherwood**

Stop me if you've heard this one before. You see, we've been here in the recent past. This exact spot. With a backdated 911. Specifically, the Retro Works compound in Mirfield, Yorkshire, with one of the company's reimagined 993s. Our attendance was for the October issue of *911 & Porsche World*, where we showcased the first production version of the Retro Works GTR EVO, a radical redevelopment of the 993 concept. Finished in Oak Green — coincidentally, the same colour as the 992 Gen II GT3 Touring Leichtbau on the cover of last month's issue of the magazine — and riding on Weiss Gold wheels, the car proved a hit with company's social media followers, not least the owner of the Arctic Grey Retro Works 993 displayed on these pages.

Now, you're probably thinking, as sure as night follows day, the owner of the grey car commissioned Retro Works to carry out the build immediately after he saw the green machine. You'd be correct. Sort of. Well, not really. You see, Retro Works GTRs and their EVO, er, evolutions have proved so popular, the company's founder, Rick Findlow, confirms his order book is full until well into 2029. The grey 911 did, in fact, exist prior to completion of the green wide monster. Confused? We'll set the record straight, but first, for the benefit of new subscribers, a quick recap.

Rick didn't set out to build hot-rodded 911s, but then equally, it didn't just happen by accident. Back in the mid-2000s, when the Porsche market was a rather different place, he was a world-class athlete and found himself training in mainland Europe, leading him to import interesting left-hookers into the UK. Think 968 Club Sports, BMW E30 M3s and Lancia Delta Integrales. Back then, of course, prices were within in the grasp of the many, rather than the few.

Of all the cars he was dealing in, Porsches were Rick's bag. By his own admission, he peaked with the acquisition of a couple of 993 Turbos. Again, these cars were once feasible for mere mortals, but even so, where do you go when you've effectively been to the top? "Backdating was very much the thing," he recalls. "I wanted a more basic 911. Classic, but with good usability. I built my first such Porsche in 2008. It was a Carrera RS 2.7 replica based on a Carrera 3.2. I sold it to a guy from New Zealand, who was working in London. He bought the car pretty much on specification alone." And so, Retro Works was born.

> **IN TERMS OF RETRO WORKS REQUIREMENTS, A GOOD EXAMPLE OF EITHER 964 OR 993 IS HEAD AND SHOULDERS ABOVE A G-SERIES 911**

Further backdates were built, but it didn't long for customers to demand more. More technology. More personalisation. Consequently, each successive Retro Works 911 became more bespoke. Stripped-out RS lookalikes became rather more usable, practical and desirable. More sophisticated. Incidentally, the 'impact bumper' G-series 911 is perfect for building a Rennsport replica because it shares much with the homologation special. It should be noted, Retro Works is still very much involved in this end of the market. Indeed, Rick reveals one of his forthcoming projects is an S/T evocation based on a Carrera 3.2. In terms of creating something altogether different and even *more* usable, practical and desirable, however, attention inevitably turned to the later 964- and 993-generation 911s and the advances they present, such as improved engines, gearboxes, power steering and, in many cases, air-conditioning.

Creating the retro look on the 964 or 993 has its complications, but nothing insurmountable, although with no off-the-shelf solutions available, necessity was very much the mother of invention. In short, Rick and the Retro Works team were on their own in creating body panels for what would become the GTR range, based on both the 964 and 993.

Rick's right-hand man, Dave Gawthorpe, designed the bodywork. As a graduate of Automotive Design at Coventry University, he's more than qualified. The look is heavily influenced by the classic RSR, all wide arches and fat tyres, but with a subtle and different take to other evocations on the market. Achieving as much involves taking the donor car and completely dismantling it. Drivetrain and mechanicals to one side, the body comes first. By the time it is ready to accept custom Retro Works panels, all that remains of the exterior is the original doors, roof and scuttle.

The obvious changes are the front wings, the rear quarters and sills, which are composite, structurally very rigid and attach as per the original panels. In some respects, this is the 'easy' bit. There are fairly major differences between the front and rear of a 964 and 993, certainly in terms of height and structure. The bonnet is a good deal shorter on a 993, if not so a 964, but both have to be reworked to

Facing page
The first of many Stateside orders for Retro Works builds

accommodate the traditional long bonnet and slam panel required for the pre-1974 look. From there, a custom Retro Works front apron can be fitted.

It's a similar story at the rear. Both the 964 and 993 have more going on and more to accommodate. Again, structural changes are required for the rear apron and engine lid. It's a simpler job on a 964, whereas the 993 requires work to the inner wings to accommodate the new panels.

Talking of which, and while we're very obviously leading up to telling you about the Retro Works GTR and its EVO offspring, Rick recommends starting a build with a 993. Retro Works was arguably first out of the blocks to restomod this generation of 911. Why the preference? "It's the last of the air-cooled 911s and therefore the most developed and modern of the breed, delivering the ultimate iteration of the factory-specification air-cooled flat-six. There's also a six-speed gearbox and multi-link rear suspension, none of which were available on earlier 911s. Then there's the simple fact good 993s are more abundant when compared to the 964, primarily because they've been better looked after, such is the cachet of the later 911. The 964 really fell by the wayside. It shows in what's available on the market. Put simply, it takes much longer to find the right car when working with a 964."

That said, in terms of Retro Works requirements, a good example of either 964 or 993 is head and shoulders above a G-series 911. Also, there are plenty who would prefer a 964, thank you very much. The restomod world is very client-driven, after all, hence Retro Works customers typically getting thoroughly involved in discussions surrounding the specification of their cars.

In true *Blue Peter* 'here's one we made earlier' fashion, let's bring in a complete bodyshell and then consider what we're going to attach. It goes without saying everything is fully refurbished or replaced. Rick favours TracTive dampers for UK road compliance, equipping GTR EVO builds with the Dutch brand's ACE semi-active system, complete with a colour touchscreen user interface neatly nestled in the finished car's centre console, allowing on-the-fly selection of up to five different damper 'modes'. On this note, unlike many other businesses in the field of classic Porsche restoration, Retro Works takes care of chassis tuning in-house. "It's amazing how many so-called suspension experts offering chassis tuning for these cars don't possess the model-specific equipment required for the job," Rick sighs. "Carrying out

Above Already an award-winning Retro Works creation

Below Custom vented ducktail is standard GTR EVO equipment, but was installed on this car prior to launch of series production

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this work ourselves not only gives us total control over configuring a car with geometry suited to the given specification, expected driving style and the environment in which the Porsche is likely to be used, but also enables us to build a large bank of data relating to classic 911 chassis configuration, which is useful when comparing one car's setup with the next."

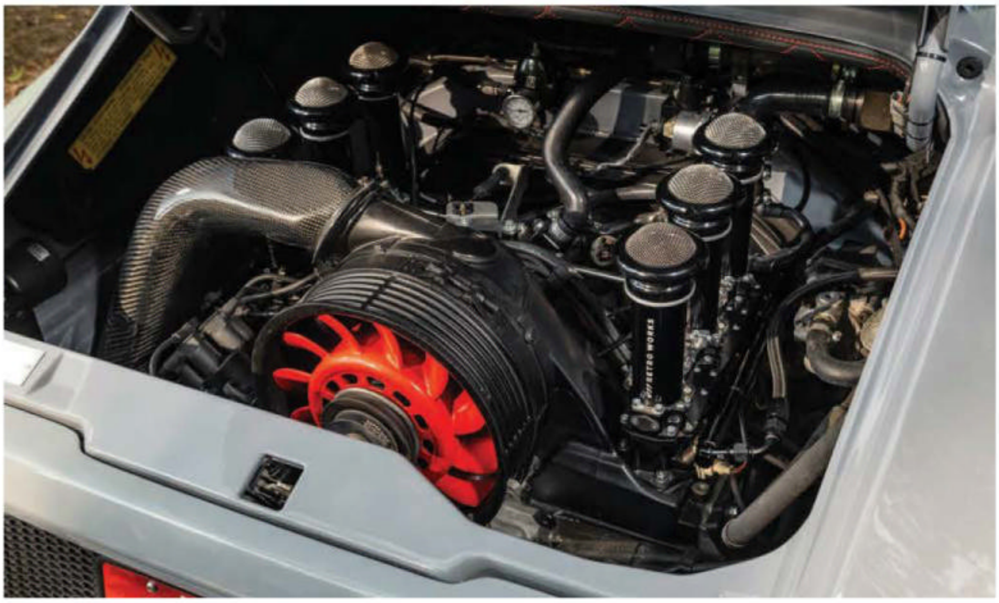
GTR wheels are seventeen-inch Fuchs replicas built with the correct offsets, rather than relying on the crude solution of spacers. The effect is stunning, with a period perfect, deep dish look. All Retro Works GTRs leave with Michelin Pilot Sport tyres wrapped around their rims.

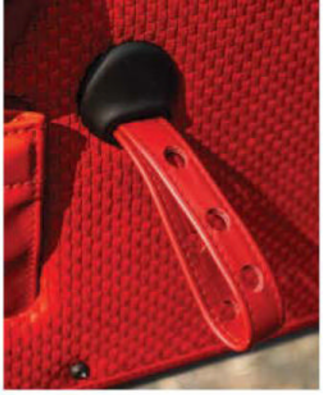
The company used to rebuild engines in-house, but with a full order book, it was considered prudent to entrust another northern powerhouse, Strasse, just down the road in Leeds. In the Porsche world, this company's reputation very much precedes it. Unarguably, owners could have their 911's flat-six rebuilt to standard specification, but the vast majority opt for a bespoke Retro Works boxer developed in partnership with renowned Porsche parts retailer and tuning specialist, FVD Brombacher, based in Umkirch, Germany.

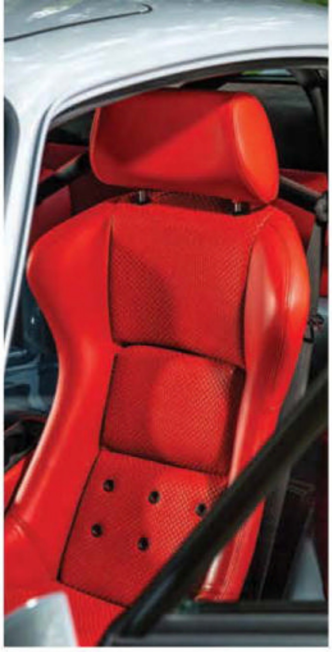
This is to say a 3.8-litre M64 packed with choice components and built up from a bare crankcase. Capacity comes from Mahle cylinders and pistons. FVD sport cams spin up titanium valve springs and lightweight valves, with exhaust gases escaping via custom-made Cargraphic RSR headers, heat exchangers, sports cats and a centre-exit silencer. Crucial electronic control for fuel and ignition is via the standard-but-recalibrated Bosch Motronic ECU, rather than an aftermarket standalone solution, which in terms of functionality, and contrary to popular belief, can often be a compromise.

Power? The GTR's 3.6-litre flat-six offers a more than adequate 330bhp and oodles of torque. The GTR EVO's 3.8-litre development ups the ante to 340bhp. A supercharged version of the 3.6-litre unit, meanwhile, produces a whacking 410bhp, necessitating installation of a limited-slip differential on Carreras. Engine and gearbox in — the latter rebuilt, if need be, but a new clutch, obviously — suspension and running gear on, all that remains is exterior fixtures and fittings. Again, much depends on customer preference, but it's unlikely the Hella LED headlights are going to be questioned, such is the woeful performance of the standard

Below 3.8-litre M64 flat-six packs a serious punch, although Retro Works customers are invited to take advantage of forced induction on the 3.6







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911
RETRO WORKS

Above Red leather and Arctic Grey paint was a decision made by the car's owner at the very beginning of the build to GTR spec

bulbs. Indicators and sidelights are also LED. The exterior colour is whatever takes one's fancy.

The interior presents another opportunity for customisation. Anything is possible. Fortunately, most Porschephiles have pretty good taste. Dashboards get the early 911 look with leather weave insert. Door trims and furniture are custom-made, seats are classic in style, but modern in terms of functionality. Leather abounds. Air-conditioning (even if standard on the donor) is served chilled via Classic Retrofit's super-efficient electric system.

The difference between GTR and GTR EVO? Quite a bit, as it happens. The EVO is more motorsport oriented, presenting aggressive front and rear bumpers, chunky side skirts and a vented ducktail. There's a different exhaust and black trim to replace polished brightwork. Works Mugello seats are fitted in place of the GTR's Misanos. The wheels go up a size (eighteens, with eleven inches of width at the back), while cabin trim is centred around a bespoke body-coloured interior lineout tub. The aforementioned TracTive semi-active dampers are appointed in place of passive suspension.

THE COMPANY IS NOW WORKING WITH MIAMI-BASED AGENT, SHORELINE VEHICLE DESIGN, RESULTING IN A STRING OF ORDERS

To our feature car, then. Not the first GTR EVO. That'll be the muscular Hulk-like 993 mentioned earlier. Well, yes. And no. Rick picks up the story. “We've supplied cars to customers all over the world, but this was our first US commission.” Alerting us to the fact is the grey car's less than cryptic Florida registration plates and the custom embroidery seen through the rear screen. This 911 is a first in more ways than one, though. “It was built to GTR specification and shipped Stateside, whereupon it immediately won its class at a high-end car show populated by serious sports machines,” Rick says, proudly. Indeed, the car's owner was over the moon. Well, until the point he saw the pictures of the green GTR EVO on Retro Works social media profiles.

As we outlined in the October issue, the good thing about a long lead time is the ability to alter specification of your reimagined 911 before work really gets going. Many owners of GTR builds in progress, or those patiently waiting in the queue, have contacted Rick requesting their already amazing GTR is updated to EVO specification. The owner of the grey Porsche, however, had already taken delivery of his GTR, but wanted it to receive the same treatment, hence his decision to fly the car back to Britain and have Rick's team carry out the necessary upgrades.

In truth, the change wasn't as drastic as it sounds. “We were developing many GTR EVO parts when the Arctic Grey car was in build,” Rick explains.

"Consequently, it received the custom tub liner, the vented ducktail, a 3.8-litre oversized engine, black exterior trim, TracTive suspension and many other GTR EVO components before they were revealed as part of the model's series production package." The grey car was a kind of halfway house between GTR and GTR EVO specification, then, hence it being the first Retro Works build to make use of some top-tier EVO parts, but not the first official GTR EVO, a crown belonging firmly atop the green 993.

Of course, after many years lovingly restoring air-cooled 911s, Rick and his team are old hands unfazed by the work. They know what to expect and they're totally prepared to deal with it. Every now and again, however, a client throws a curveball their way, as was the case with the Arctic Grey Porsche. "The owner wanted a rear roll cage to improve structural rigidity and to provide extra safety when he's pushing the car hard at the track," Rick tells us. As mentioned previously, Retro Works 911s look great, but they're designed to be used. Hard. "Of course, this was no problem. The tricky bit came when we were asked to trim the resulting tubework to match the rest of the interior." Intricate hand-stitching followed, as did creation of a branded leather cross-piece fashioned to cover where the main diagonals meet. Tricky, but triumphant.

This might not be the first GTR EVO, but as mentioned, it's the first Retro Works commission for the USA. In a recent development, the company is now working with Miami-based agent, Shoreline Vehicle Design, resulting in a string of orders for cars destined to land in Uncle Sam's back yard. Working through said agent ensures a new GTR or GTR EVO can be driven away the moment the customer takes delivery. "Mike Fitzgerald at Shoreline takes care of all matters relating to import and local registration," Rick confirms. "This obviously means our cars are available to use immediately after collection — owners no longer have to contend with form filling and red tape before they pile on miles." And pile on miles they do. This updated GTR is not only a regular feature of Florida's car shows and trackdays, but its owner uses the car at every available opportunity. In fact, he's told Rick it attracts far more positive attention on the road than any of the other fast four-wheelers on his fleet of exotic sports cars. Now there's a story we've heard before. ●

Above Complete with GTR EVO specification, the Arctic Grey 993 headed back to the USA immediately after our photo shoot

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FAST AND CURIOUS

Spectacular in Speed Yellow and wearing a GT3 body kit, this Tiptronic-equipped JDM 997 Carrera 4 featured in a *Fast and Furious* movie before relocating to the UK...

Words **Dan Furr** Photography **Dan Sherwood**

Squint and you'll miss it. These words might seem totally hatstand when you're presented with the vision of a bright yellow 997 GT3 lookalike, but true enough, this car hasn't always shouted so loudly. "It's featured in the background during a scene in the third *Fast and Furious* movie," says the car's owner, Mike Flannery. He's referring to *Tokyo Drift*, a film sitting awkwardly outside the main franchise's timeline, though clumsily integrated into it much later. Think Bobby Ewing making a splash by walking out of the shower during the ninth season of *Dallas* and you're partway there.

LIKE MOST AUTOMOTIVE TECHNOLOGIES, IT TAKES TIME TO LEARN HOW TO GET THE BEST OUT OF TIPTRONIC

We meet Mike near his home in Buckinghamshire. We've been here before. Same location, same owner. Last time around, we were pointing our cameras at his immaculate Carrera RS 2.7 evocation, based on a Carrera 3.2. Both Mike and his wife have driven air-cooled Porsches for decades, their fast fleet including 964s of the 30 Jahre, Turbo and Rennsport variety. "I owned a 964 Carrera RS Lightweight for twenty-six years," he tells us, acknowledging he bought the car long before the dramatic spike in the value of air-cooled Porsches. Needless to say, this rare 911 sold for significantly more than he paid for it when ownership shifted a couple of years ago.

Mike is an engineer by trade. Specifically, he designs heavy duty drilling equipment for the oil industry. The fact he possesses doctorates in engineering and science has us wondering if his professional life informs his choice of sports car. "Absolutely," he says. "New Porsches have never been cheap cars. With air-cooled Porsches, you could argue you're not getting a great deal of car for your money. These are fairly basic vehicles, after all, but the quality of engineering and attention to detail invested in historic Porsche products is second to none, which is largely why my wife and I have driven air-cooled Porsches since our early thirties. These really are sports cars you can use every day."

This eye-popping 997, then, presents a seismic shift in the Flannery fleet. "My first water-cooled Porsche," Mike confirms. "I bought it without inspection, winning an auction on the Car & Classic website five months ago. I loved the look of this 911 and was intrigued enough to place a bid, resulting in the win." First registered in Japan back in 2006, the car went through a series of updates prior to landing in the UK eleven years later. The modifications were striking enough to qualify for inclusion in a *Fast and Furious* movie, at least.

To our surprise, Mike reveals this 997 has covered only seven thousand miles since landing in Blighty, adding to a scoreboard totalling just fifty-eight thousand miles from new. Porsche Centre Bolton gave the car a clean bill of health following its arrival from the Land of the Rising Sun, where it was treated to a GT3 body kit, a sportier exhaust system (with titanium tailpipes), coilovers, an ECU recalibration, Niche twenty-inch multi-spoke wheels and, according to the huge bundle of paperwork handed to Mike, an update to the Tiptronic ECU (separate from the car's main electronic brain), resulting in gears holding much higher in the rev range before shifting, much like a Tip-equipped 997 with Sport Chrono.

Tiptronic is another new driving experience for Mike, one he's been mighty impressed by. "It's a really good system," he remarks. "Granted, it's not as refined as PDK, but by the time of the 997, which was the last generation of 911 to make use of Tiptronic, the system was head and shoulders above its earlier incarnation. Also, when compared to PDK, Tiptronic is a much simpler system with fewer known failure points." Indeed, often derided by those who have yet to experience a meaningful amount of seat time in a Tip-tastic 911, this semi-automatic transmission makes for a quicker Porsche than the equivalent stick shift and can be operated manually, either by 'tip' action when pushing the gear lever into manual mode, or in the case of Tiptronic S, by using the shift buttons on the steering wheel.

REAP THE REWARD

Like most automotive technologies, it takes time to learn how to get the best out of Tiptronic, which was admittedly agricultural in its early outings (968 and 964), but persevere with a Tiptronic 997 and you'll be rewarded with a wonderfully responsive 911. This seems like a good time to remind ourselves of Tiptronic's colourful history.

Ready for the 1989 model year, the 964 arrived on the scene with all guns blazing. As if anti-lock brakes, coil sprung rear suspension, an automatically deploying rear spoiler, power steering, a unified body and four-wheel drive wasn't enough, Porsche offered the 964 with the manufacturer's first 'proper' automatic gearbox: Tiptronic. Some of you

Facing page
Imported from Japan with interesting provenance linking the car to the eighth-highest grossing film series of all time

Above Despite GT3 door stickers, this is, in fact, a Carrera 4

might want to assign this honour to Porsche's Sportomatic transmission, but Sportomatic was a manual gearbox with automatic operation of the clutch.

It did, admittedly, use a torque converter between the engine and the gearbox, smoothing operation and allowing for stopping when in gear, but Sportomatic didn't have the capability to automatically change ratios. Nonetheless, despite Sporto's lack of commercial success, it's said Porsche's factory engineers liked the system, making it their first port of call when they started planning the development of a new automatic gearbox in anticipation of the 964's launch.

COMING IN CLUTCH

Tellingly, in the early 1980s, several of the manufacturer's engineers, including Peter op de Beeck, Rainer Wüst, Norbert Stelter and Gerd Bofinger, filed a number of patents relating to clutch control. These respected individuals were clearly in the mindset of using and improving upon the Sportomatic blueprint, but a desire to include five gears caused packaging problems, which would have necessitated a rethinking of the half shafts driving the rear wheels. Around the same time, the dual-clutch Porsche Doppelkupplungsgetriebe (PDK) transmission had been developed for use in endurance racing. The funding for the system was contingent on the technology being made available for Porsche's road cars. Consequently, at the start of the decade, a PDK gearbox was installed in a 924 test mule. In 944 prototypes, development of PDK continued, but the project was abandoned, in part due to challenges in making the gearbox work satisfactorily, though primarily due to the cost associated with relatively low-volume production. Porsche almost overcame these frustrations when it looked as though Audi might also make use of PDK, but the Ingolstadt-based brand settled on a then new ZF automatic transmission designed for engines producing high torque. As luck would have it, the ZF unit was suitable for the transaxle layout of the 911, albeit with a few alterations.

Bolted to the engine's crankshaft was a torque converter. A basic oil-filled torque converter has a pump (the 'fan' turned by the engine), turbine (the 'fan' that turns the gearbox) and a stator between them, altering the flow of oil and causing torque multiplication. This is all based on the idea of a fluid coupling, in which there is always slippage. In a Sportomatic gearbox, for instance, there was 3.5% slippage across the torque converter at high speeds, resulting in heat generation in the oil, higher fuel consumption and less direct drive to the road from the engine. The ZF gearbox sought to eliminate these conditions by including a lock-up clutch creating a direct mechanical link between the two sides of the torque converter. In other words, joining the crankshaft output to the gearbox input.

In the case of the ZF unit's installation on the 964, the output shaft turns three helical gears at the front of the gearbox (at the opposite end of the gearbox to the engine), the third of which is connected to an additional shaft. This runs outside the main gearbox casing back to the differential, which then divides up power between the rear wheels. As head-wrecking as it can be to fully understand the internal workings of an automatic gearbox such as this (we don't have the space to analyse planetary gear and multi-clutch pack workings here, but will do so in a forthcoming issue of *911 & Porsche World*), it's worth noting this wasn't a new invention for the 964 and, if Porsche had just taken the ZF-produced transmission as it was designed, its introduction in the 911 might be no more than a footnote in history. Instead, Porsche (being Porsche) wanted to do things differently — the Stuttgart concern required the automatic gearbox to adapt its shift strategy to the driver and to allow manual override of the selected gears. Of course, this is the norm today, but back then, it was an innovative idea and, importantly, one much more in keeping with the sporty

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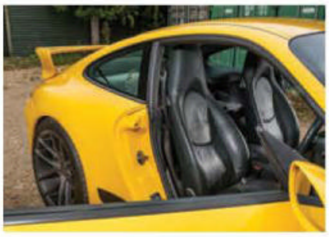
image of the Porsche brand than adopting an automatic transmission that could just as easily be found in a regular luxury car.

Enabling these new ideas was a separate control computer. These days, it would be referred to as a Transmission Control Unit (TCM). Porsche developed this setup with the help of ZF and long-time parts supplier, Bosch. The cooperation of the latter was crucial to the success of the project, not least because Bosch was responsible for the advanced Motronic engine management system used in the 964. The model's TCM used information from the Motronic ECU, the anti-lock braking system and other onboard equipment to calculate which of five different shift strategies to employ at any given moment. Inputs included coolant temperature, engine revs, car speed, throttle position, acceleration and lateral g. Interestingly, the information flow was bidirectional, allowing TCM to instruct the Motronic system to reduce torque output and engine speed briefly during upshifts by retarding the ignition, which would have further smoothed out the change in ratio. Also, TCM was configured to prevent shifting when the lateral g sensor showed the car was cornering at more than 0.4g, while a down-change could be initiated by aggressively pressing the accelerator pedal, even without pushing it all the way down to the kickdown switch. Clever as this shift strategy was, the manual override was more tangible, and it grabbed the limelight for Porsche.

The shift lever moved forward and back in one line from P (Park) at the front, via R (Reverse), N (Neutral) and D (Drive) to manually selectable first, second and third gears. Obviously, the transmission could be left in D most of the time, but the driver could overrule or pre-empt the gearbox's strategy by sliding the lever into the numbered positions. The control strategy allowed the engine to rev out to the limiter without changing up if used in this manner. Alongside all this was a new manual mode, selectable from D by pulling the whole lever over to the right into a second, smaller forward-and-back plane running parallel to the main gate. Marked 'M', the new system featured a little plus sign at the front indicating up-changes, as well as a minus sign at the back for down-shifting. The lever could be 'tipped' forward or back as needs be, due to it being spring-loaded to the centre. It's what set the 964's Tiptronic gearbox apart from other systems of

Above The car has covered only seven thousand miles since hitting English shores back in 2017



Above Tiptronic S is a fantastic transmission, though often misunderstood

the era, giving the driver control and engagement when they wanted it, but in conjunction with the ease of use offered by a fully automatic gearbox at other times. As you've probably guessed, the movement of the lever is what gave the gearbox its name, though not until after Porsche employed the services of Gotta Brands, a German creative agency known for developing headline-grabbing product names for its clients. Incidentally, the same organisation coined the Panamera model name, too.

MECHANICAL STRENGTHENING AND ENHANCED COOLING OF THE TRANSMISSION FLUID, ACHIEVED BY USING THE ENGINE'S COOLANT CIRCUIT

Oddly, in its initial iteration, Tiptronic's TCM didn't allow the engine to sit at its limiter when the driver was using the manual mode. Instead, it changed up automatically. Remarkably, this behaviour remained unaltered until 2007. More sensibly, Tiptronic didn't allow a down-change causing the engine to over-rev, though it cleverly 'remembered' the request for the downshift and made it once the revs dropped. Also, if the driver forgot to change down before coming to a rest, the gearbox automatically selected second gear before taking off again.

The motoring press gave Tiptronic a mildly positive reception, but the four-speed unit became hugely popular with Porsche showroom visitors, accounting for nearly a third of 964 sales in the first few years of production. Tiptronic would also become a popular choice among 968 buyers. This despite the unit's disadvantages, which weren't restricted to the fact it cost significantly more to produce than the 964's manual gearbox and added a whopping thirty kilograms to the overall weight of the host 911. At 159mph, top speed of the 964 Carrera 2 was only 2mph slower with Tiptronic fitted, but the dash from rest to 62mph increased from the manual car's 5.7 seconds to a significantly slower (on paper, at least) 6.6 seconds. Of course, it took serious skill to extract the manual model's sprint time and, in truth, in the hands of an average driver, a Tiptronic-equipped 964 was, in real-world terms, no slower. It was, however, a little less economical, but not disastrously so. Nonetheless, for 964s bound for the US, final drive was raised in a bid to reduce fuel consumption. There's also evidence of further tweaking of the 964's Tiptronic transmission during subsequent years in an effort to enhance its efficiency. It's worth noting, though the subject of a dedicated feasibility study, Tiptronic was never fitted to the 964 Carrera 4, a proposal dismissed on the grounds of considerable required re-engineering.

Unsurprisingly, the 993 continued to use Tiptronic, though there were a few modifications to the control algorithm: Porsche maximised use of the lock-out clutch for the torque converter and

Above Mike's first water-cooled 911, but not his last

also fed the TCM with data on braking, allowing for the activation of a sporty strategy to down-shift under braking, ready for likely acceleration straight after. A more obvious (and marketable) update was introduced for the 993 in 1995. Named Tiptronic S, it introduced gearchange toggle switches for the steering wheel. Two switches were fitted, one on each of the two upper spokes of the wheel, allowing the driver to change gears with a flick of either thumb. Operation mirrored that of the lever — an up-change was achieved by moving the switch up and down-changes were activated by moving the switch down. At launch, these buttons were activated only when the driver moved the lever into the manual position. It was still possible to change gears using the lever, if desired.

RULE OF THUMB

This functionality changed when Tiptronic S was fitted to the 986 Boxster, making it necessary to use the steering wheel buttons if you wanted to manually change gears. When the Boxster S was launched in the year 2000, however, the system was updated yet again, this time to allow the driver to override automatic gear selection at any time by pressing one of the buttons on the steering wheel, even without choosing the manual driving mode first. If the driver did nothing else after pressing the button, and providing the car was not cornering quickly, the gearbox would resume automatic operation after a few seconds. This is how Mike's 997 operates.

From its introduction, the Boxster's Tiptronic setup was the first in a Porsche with five forward gears. Porsche and ZF soon took the opportunity of another round of revisions to improve other aspects of the unit. The lock-out clutch, for example, was no longer just engaged or not — it could be operated in varying degrees of slip. Significant changes were introduced for Tiptronic use in the 996-generation 911, though. Key among the updates was mechanical strengthening and enhanced cooling of the transmission fluid, achieved by using the engine's coolant circuit.

Interestingly, the 996 Carrera 4 was the first 911 to marry four-wheel drive with Tiptronic. The union was made possible by moving the viscous coupling (which distributes torque to the front wheels) from the front of the gearbox to the differential on the front axle. This development was significant. Even so, though discontinuation of the 996 didn't mark the end of Tiptronic in Porsche products (it was used to great effect in the Cayenne and first-generation 997), the second-generation 997 would wave goodbye to the system in favour of PDK, prepared for launch in time for the 2009 model year. PDK may have captured the hearts of Porsche enthusiasts more than Tiptronic ever did, but the newer transmission's design and engineering was undoubtedly informed by the experience Porsche garnered through the many years and innovative thinking invested in Tiptronic's evolution.

"Maybe I'm getting old, but this 997 has made me view air-cooled Porsches in a different light," Mike shrugs. There's a fine line between 'simple' and 'basic'. "I love how easy this car is to drive, how comfortable it is. The Tiptronic system is really very good, doubtless aided by my car's updated software. This is a Carrera 4, though it doesn't feel heavy, unlike the four-wheel drive 964s I've owned. Of course, I'd prefer this 911 to be a real GT3, but all things considered, taking into account my many decades of driving air-cooled Porsches, I'm mighty impressed with this 997. I think water-cooled 911s might be what I stick to from now on. Well, other than my Carrera RS 2.7 replica, of course."

Fast and curious? Bag yourself seat time in a Tip-kitted 997 (preferably one with Sport Chrono, which dramatically improves the Tiptronic driving experience) and find out what all the fuss is about. As *Tokyo Drift* character, Han Lue, said, life's simple — you make your choices and you don't look back. ●

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HIGHER POWER

How does engineering make high-revving heroes, such as the 911 GT3, possible?

Words **Shane O'Donoghue** Photography **Chris Wallbank**

The noise a high-revving, normally aspirated flat-six makes is a major part of its appeal, but this isn't the only reason enthusiasts love this type of boxer, which is defined by crisp throttle response, a characteristic stemming directly from motorsport, where Porsche has long relied on engines designed to survive and excel at sustained high revs. In racing, high rotational speeds allow a normally aspirated engine to generate more power without the need to alter displacement, but this demands diligence in the engineering, a necessity in endurance racing, where engines spend hours operating near the redline.

> **IT SHOULD BE CLEAR THE REAL CHALLENGE OF HIGH-REVVING ENGINES ISN'T JUST ACHIEVING AND MAINTAINING SPEED**

The first GT3 flat-sixes were the 'Mezger' era units, limited to 7,800rpm in the first-generation 996 GT3 and subsequently upped to 8,200rpm for the second-generation 996 GT3, launched in 2004. The very latest 911 GT3 RS's flat-six can hit 9,000rpm. Compare this to the T-Hybrid powertrain propelling the new 911 Carrera GTS. Though this system is as cutting-edge as they come, it is limited to 7,500rpm. But why? What's the big deal? Look away now if you're of a sensitive disposition — It's time to delve into the mechanical stresses your 911's beloved boxer engine must deal with every time you want to hear it hit those high notes.

Let's start with the basics. When a four-stroke engine is spinning at 6,000rpm, there are fifty controlled explosions in each of the cylinders every second. Try to wrap your head around how fast things are moving. The crankshaft spinning six thousand times a minute is conceivable enough, but there's a lot more going on. Indeed, one of the most important metrics in a high-performance engine's design is its 'mean piston speed'.

On account of the fact they're offset from the centreline of the crank, the crankpins (sometimes referred to as rod journals and being the surfaces the connecting rods bolt to) describe a circle as the shaft turns. The offset is what gives each piston its stroke, turning rotary motion into the linear up-and-down movement in the cylinder.

The first-generation 991 GT3 RS's engine can hit 8,800rpm and has a stroke of 81.5mm. Using these figures, it can be calculated the mean piston speed hits about 53mph at max revs. Remember, however, it has to accelerate from a standstill at top dead centre and bottom dead centre, meaning peak piston speed is much higher. Just imagine the forces experienced by the connecting rod, piston, gudgeon pin and big-end shell bearings as the whole assembly accelerates and decelerates up and down each cylinder with brutal changes of direction at each end. At 8,800rpm, the piston goes up and back down the bore nearly 150 times a second. The acceleration it experiences rises to tens of thousands of g.

It should be clear the real challenge of high-revving engines isn't just achieving and maintaining speed, but accommodating forces generated by the piston assemblies as they change direction. Known as 'inertial load', this rises with the square of engine speed — doubling rpm quadruples the forces acting on the piston, pin, rod and bearings. This is why even tiny savings in reciprocating mass pay off disproportionately. Incidentally, reciprocating mass is usually calculated as the mass of all the components moving back and forth with the piston, including the piston itself, the gudgeon pin, the piston rings and part of the connecting rod around its small end.

Trimming just a few grams from a piston or connecting rod means the engine can tolerate far higher speeds before the loads experienced exceed what the materials, lubrication and bearings can withstand. This is why Porsche uses forged pistons and titanium connecting rods in its GT3 engines. Saving mass here directly allows the engine to rev higher and survive extreme forces generated at the redline.

QUESTION TIME

What happens when things go wrong? At extreme rpm, a connecting rod not fit for purpose can literally stretch under the tensile load. Even minute deformation adds up. The result is uncontrolled vibration as the crankshaft loses balance. Failure of any one component in the assembly is catastrophic — rods can buckle or punch through the engine block, bearings seize, and the whole she-bang can lock solid in an instant. This is why high-revving engines demand not just light components, but parts engineered with immense strength and stiffness. It's why Porsche invests so heavily in

Facing page Porsche didn't make it easy for 991 owners to access their car's flat-six

Above It might be something of a 'Marmite' colour, but we love Ultraviolet

metallurgy, machining accuracy and rigorous testing before letting a GT engine anywhere near 9,000rpm.

As important as we know the materials and construction of the components to be, the lubrication of parts is just as crucial. The only thing preventing metal-to-metal contact is a pressurised film of oil just a few microns thick. This 'hydrodynamic wedge' keeps fast-moving metal components apart to prevent friction and wear. At the high engine speeds achieved by GT3 engines, loads rise so quickly, any break in this oil film, even momentary, would lead to seizure or bearing failure almost instantly. This is why Porsche equips its GT engines with proper, motorsport-derived dry-sump lubrication. Instead of oil sloshing around in a sump at the bottom of the crankcase, where it can surge away from the pickup under hard cornering or braking, scavenger pumps pull the oil into an external tank and feed it back under consistent pressure. This guarantees a steady supply of oil, no matter how violently the car is accelerating or cornering, all while active oil cooling ensures the fluid is kept at optimum temperature for the viscosity range it's designed to operate in. As Porsche reckons some ninety percent of GT3 RS owners drive their cars on circuits, this setup is a necessity, not an indulgence.

Of course, lubrication of the top end of the engine is just as important — we've only touched on the bottom end thus far. Camshafts may only turn at half the speed of the crankshaft, and the weights and pressures involved may be lower than those experienced in the cylinders themselves, but the design and construction of the valvetrain is as critical to the creation of a high-revving flat-six as any other element of its engineering.

At extreme engine speeds, one of the greatest risks is 'valve float', which is the point at which the valve spring can no longer close the valve quick enough to keep up with the camshaft profile. Instead of following the cam lobe precisely, the valve lingers open or even bounces on its seat, leading to erratic combustion, loss of power and in the worst case, contact between the valve and the piston. The faster the engine spins, the higher the acceleration needed to reverse the valve's direction. Demand scales with the square of speed, just as it does with the bottom end.

This is why valve weight matters so

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PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
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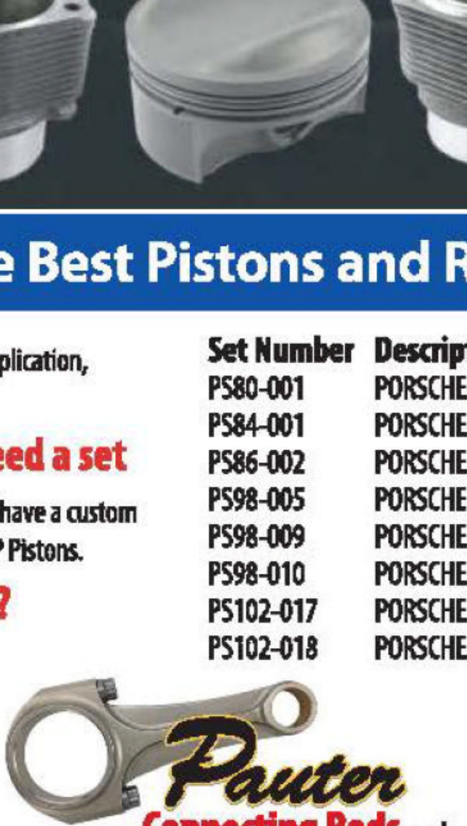

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Above The 991 GT3 RS was a superb addition to the Rennsport canon

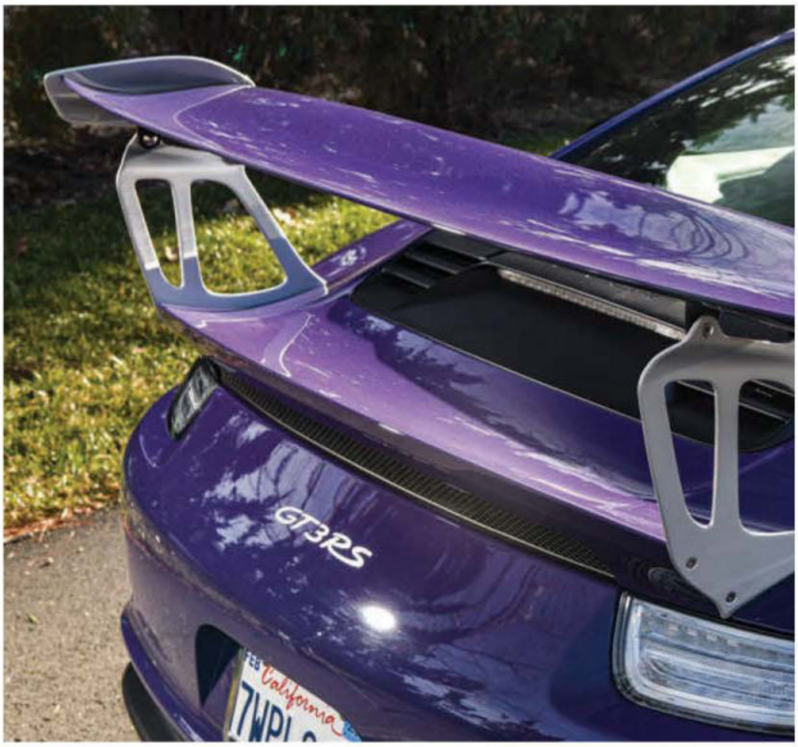
much. Lower valve mass means the springs can be lighter, yet still maintain control to eliminate the risk of float. Porsche employs stiff, heat-treated valve springs designed to resist fatigue over countless high-rpm cycles, ensuring the valvetrain can cope with violent accelerations without losing control. The trade-off of stiff springs, however, is the fact it takes more engine power for the camshafts to push the springs down and they have the potential to suffer increased wear for the same reason. Again, the use of lighter valves pays dividends on all fronts.

Additionally, Porsche has used diamond-like carbon (DLC) to harden surfaces without adding too much weight, all in the name of reduced wear and increased longevity.

Even if an engineering team creates a mechanically robust engine capable of reliable stratospheric revving, there's plenty more to consider, such as the supply of fuel, spark and air necessary to reach such lofty rpm. After all, delivering fuel accurately at 9,000rpm is no small task. At this engine speed, each cylinder has only a few milliseconds to receive its precisely measured shot of fuel, atomise it and mix it with air. Porsche now uses high-pressure direct injection, with injectors capable of multiple rapid pulses per combustion cycle directly into the combustion chamber (at fuel pressure of up to 200bar in the 991 GT3 RS pictured here). Ignition has to keep pace, too. A spark must be generated at exactly the right moment, thousands of times per second. The 991 GT3 RS uses solid-state ignition distribution with an ignition module for each of its six cylinders. An advanced engine management control system oversees proceedings.

IF THE PIPE LENGTHS AND DIAMETERS ARE TUNED CORRECTLY, THE REFLECTED WAVES RETURN TO THE EXHAUST VALVE JUST AS IT IS CLOSING

Airflow is where the real battle is fought. To keep breathing effective at high rpm, the intake system must offer minimal restriction, while also being tuned to take advantage of



Above Ironing board serves as a fantastic cup holder at cars and coffee meets

pressure waves travelling back and forth in the inlet manifold runners. By carefully designing intake length and volume, these oscillations can be exploited — just as the intake valve opens, a pressure wave arrives to help push fresh charge into the cylinder. This phenomenon is known as resonant charging. It's a way of gaining volumetric efficiency at high rpm without turbocharging. It should be obvious geometry optimised for high engine speeds is likely to compromise the engine's drivability at lower rpm, the reason Porsche adopts a variable intake manifold.

The exhaust side is equally critical. Every time an exhaust valve opens, it sends a high-pressure pulse rushing down the manifold. If the pipe lengths and diameters are tuned correctly, the reflected waves return to the exhaust valve just as it is closing, creating a low-pressure region helping to suck out the last of the burned gases. This process, called scavenging, ensures the cylinder is as empty as possible for the next charge, thereby reducing residuals, which could dilute combustion. As you can see, there's always a compromise to be made to suit different operating conditions, though in a GT3 RS, Porsche has more freedom to optimise conditions for maximum revs and power.

The final piece of the puzzle is the rise of computing power. On the design side, ever more sophisticated modelling allows Porsche's engineers to simulate stresses, fluid dynamics and vibration long before a prototype is made. This enables refinement of many details, such as connecting rod geometry and exhaust resonance, on a computer screen. On the control side, modern engine management systems juggle fuel, ignition and valve timing in real time with millisecond accuracy, keeping combustion stable, even as the needle sweeps past 8,000rpm.

All this means drivers can enjoy the addictive buzz of today's high-revving GT3 engines more reliably and for longer than at any time in the past. And yet, the same progress hints at a future where efficiency, turbocharging and electrification make stratospheric revs increasingly rare.

Engines like that of the Rennsport-badged 991 GT3 stand as proof of what is possible when computing power and old-school engineering align. The result is a high-revving thrill to savour, while it lasts. ●

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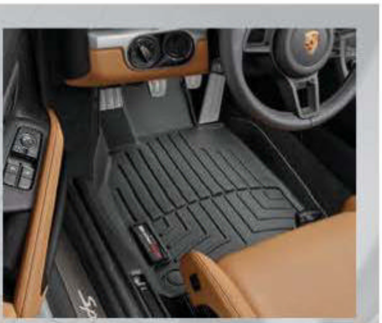

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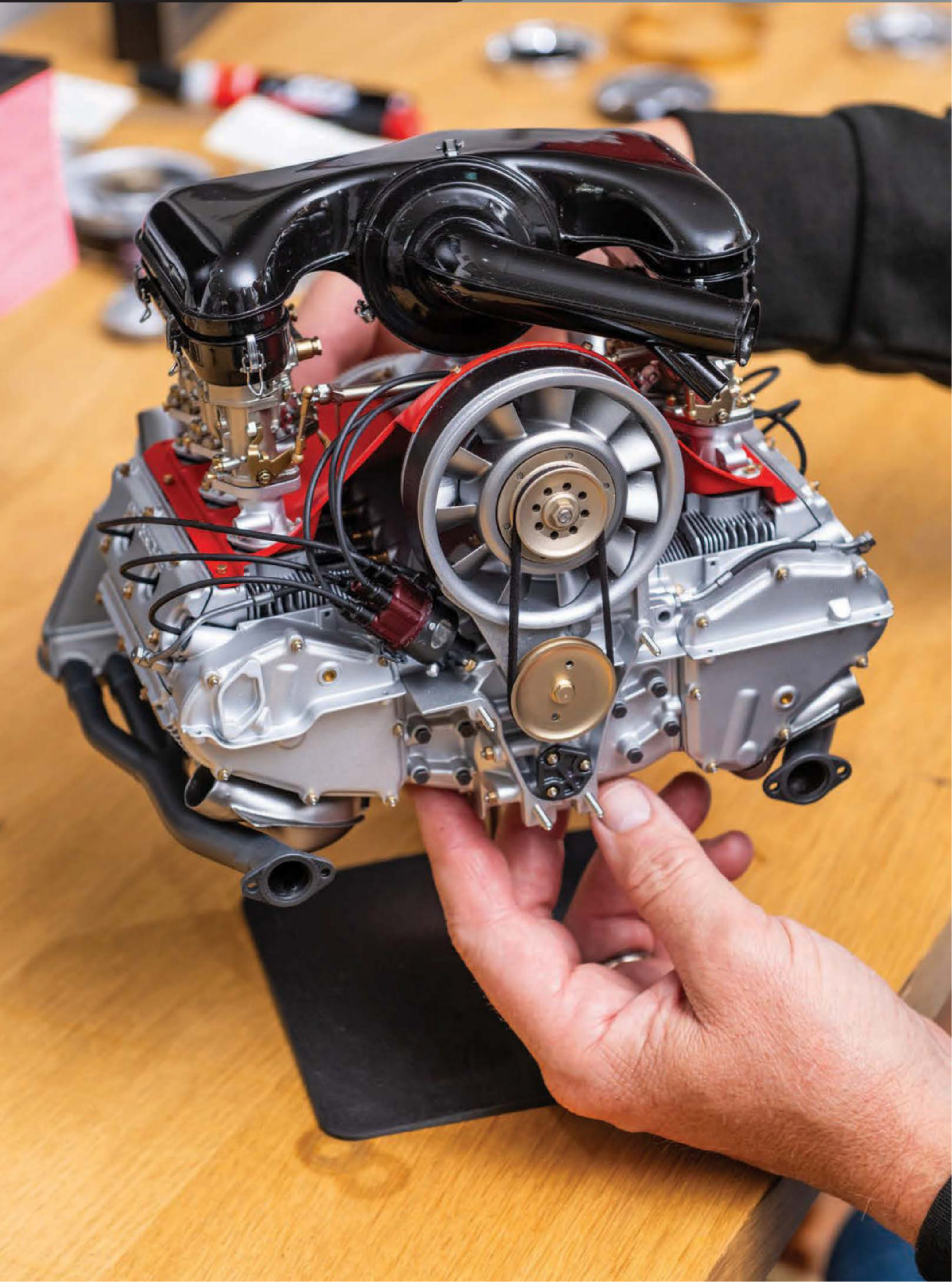

BLUEPRINT FOR SUCCESS

By blending traditional craftsmanship and cutting-edge technology, Wiesner Classic is not only bringing previously discontinued Porsche parts back to life, but is introducing new components and accessories in the process...

Words and photography **Dan Sherwood**

For many marque enthusiasts, ownership of a Porsche represents the perfect union of engineering purity, timeless design and mechanical soul. This mix of feedback, sound and feel arguably defines Zuffenhausen's cars, but as anyone who has been fortunate enough to own a 356, early 911 or even a 944 knows, nostalgia often comes with a caveat: finding the parts to keep these cars on the road is not always straightforward.

> **HE'D SHIPPED A 996 CARRERA TO THE UK, AND BEGAN EXPLORING WAYS IN WHICH HE COULD IMPROVE THE 3.4-LITRE ENGINE'S PERFORMANCE**

The further you venture back into Porsche's history, the harder it becomes to source even the simplest components. Once-plentiful parts are obsolete, others exist only as brittle, second-hand relics. Furthermore, when reproduction items appear on the market, their quality is often very much a case of hit and miss. For Porsche purists, the challenge lies in keeping their cars both authentic and reliable.

Enter Wiesner Classic, a company breathing new life into Porsche's past through a blend of engineering ingenuity and cutting-edge technology. Founder, Martin Wiesner, didn't set out to build a parts business. His story begins in Pretoria, South Africa, thousands of miles from his current base in the UK. "I bought my first Porsche not long after my twenty-fourth birthday, back in the early 1990s," he recalls. "I'd landed a 2.7-litre 911 S, but its parts were split between numerous boxes and a wheelbarrow. Unlike many of my friends, I couldn't afford a new hot hatch, which is why I opted for what I considered a low-cost retro ride. In fact, this 911 was the cheapest Porsche I could lay may hands on."

Martin tried to restore the air-cooled classic, but admits he didn't really know what he was doing. "I carried on the bodge jobs previously inflicted on the car, just to get it back on the road," he laughs. "That said, I learned a lot in the process." Crucially, the hands-on rebuild sparked an enduring obsession with Porsche. Proving the point, over the years, Martin has owned a variety of Stuttgart's finest, from 912s and 911 SCs, to a wide-bodied 993 Carrera S. He even co-owned a specialist Porsche workshop in South Africa, maintaining a range of Porsches and preparing competition-oriented cars for long-distance rallies. "Making Porsches faster, stronger and more reliable has been my mission for a very long time," he says.

After selling his share of the business in the late 2000s, Martin gained employment in the tech industry, a shift encouraging relocation to the UK, where he became involved in the world of satellites and cloud computing, eventually ending up working for a large California-based technology firm. The corporate world may have paid the bills, but Porsches remained his passion. He'd shipped an early 996 Carrera with him to the UK, and began exploring ways in which he could improve the 3.4-litre engine's performance. One particular area of focus was the car's T-shaped intake plenum, which he suspected caused turbulent airflow.

"I reasoned there had to be a better design, one capable of smoothing the flow of air, while keeping the ram effect. I developed an idea, which involved an array of vanes inside the plenum. Every manufacturer I approached said the design was too complex to reproduce and remain cost-efficient. CNC couldn't do it. 3D printing couldn't do it. I was determined to prove the naysayers wrong, hence I bought a 3D printer and taught myself CAD."

Two months later, Martin had 3D-printed a working prototype featuring a triangular internal web structure stabilising airflow without sacrificing pressure. The result was immediate: better throttle response and a noticeable bump in mid-range power. This experiment became the foundation of Wiesner Classic. Indeed, what began as a hobby quickly turned into a small-scale production business. Using 3D scanning, CAD design and additive manufacturing, Martin began recreating Porsche parts recognised for being out of production or flawed. "I began by making parts for my own cars, including designing a stylish and functional grille for my 996's aftermarket ducktail spoiler. These parts started getting noticed. Pretty soon, friends were asking me to make parts for their cars. It didn't take long for me to realise there is global demand for quality replacement parts Porsche no longer supplies."

Selecting parts to develop is not as straightforward as many readers might think. According to Martin, ninety-nine percent of the time, it's simply not worth pursuing an idea, simply because development costs are too high for parts not in high demand. This sounds like the feedback he received

Facing page
Amazingly detailed small-scale flat-six features moving parts and many individually printed components

Above Magnetic smartphone holder acts as a charger

from manufacturers when pitching his custom 996 intake plenum. “There are companies producing, say, electric heating, ventilation and air-conditioning systems for the high-end restomod market and niche manufacturers. These suppliers may go through the entire development cycle to produce a one-off or low-volume product because it solves a specific problem on an individual high-value car. This is a completely different business model to making and stocking parts which need to sell in high numbers to the mass market in order to recoup their development costs.”

> **HIS KNACK FOR REINTRODUCING OBSOLETE PARTS TO MARKET BECAME WIESNER CLASSIC’S CALLING CARD, BUT THEN THE COVID-19 PANDEMIC HIT**

This isn’t to say Martin won’t take on individual customer requests, but the job needs to meet specific criteria. “A part has to be either no longer available and in high demand, or if it is available, I must feel I can offer a better-quality alternative component. If I can make it, and if I can ensure the Wiesner Classic item is in some way better than the original part, then I will absorb the development costs and the new component can be priced pleasingly competitively.”

The parts Martin makes are often replacements for original equipment found to have an inherent weakness. He enjoys taking on the challenge of finding a way to alter the design or changing the manufacturing technique in order to introduce improvements. Each part begins life as a precise 3D scan of the original, followed by digital modelling and prototype testing. The goal is always twofold: match or exceed original specification, and ensure perfect compatibility with surviving factory components. This process has resulted in parts ranging from interior trim fasteners to electrical components and full assemblies, such as the classic 911 air control box (a complex, modular unit responsible for distributing air throughout the cabin). “The original box was made from a Bakelite-like material, rigid and heat-resistant, but brittle,” Martin explains. “After fifty years, even the best examples can fracture during restoration. Replacement parts must be strong and impact-resistant, which is why I use Multi Jet Fusion printing with nylon PA12, offering excellent heat resistance and accuracy.”

This method of printing makes use of a powder-bed fusion method to create detailed, functional plastic parts. It involves applying a fusing agent and a detailing agent to a layer of nylon powder with an inkjet array, then using a heat source to selectively fuse the powder. The process repeats layer by layer, producing strong, accurate parts with fine features and good surface quality, even for complex geometries, all without the need for support structures. The result? Dimensionally perfect components, which are extremely tough and often more impact-resistant than the originals.

Martin’s attention to detail has seen him revive parts once thought irretrievable. One example was spurred on by the team at 356 restoration specialist, Karmann Konnection, who approached him to recreate a horn push surround for the early four-cylinder Porsche. It’s an item rendered unavailable for decades. “The guys at Karmann Konnection gave me a broken fragment from an original horn push,”

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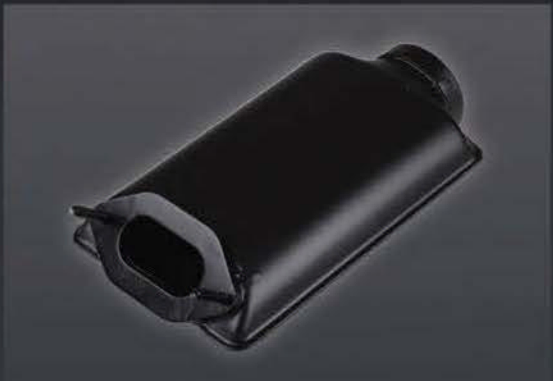

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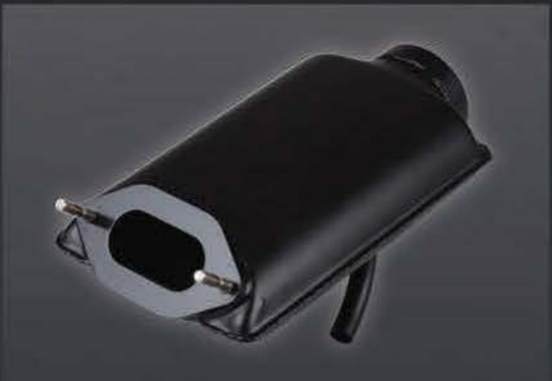

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he recalls. "The geometry of the part repeated itself. By scanning the intact portion handed to me, I could recreate the entire surround."

His knack for reintroducing obsolete parts to market became Wiesner Classic's calling card, but then the COVID-19 pandemic hit. Client orders halted almost overnight. Rather than pause, Martin put downtime dictated by government-mandated lockdowns to good use. "I started printing miniatures," he continues. "Tiny engines, tiny wheels and tiny steering wheels, just to see how far I could go with resin printing. People loved these parts. Before long, they'd become artworks in their own right."

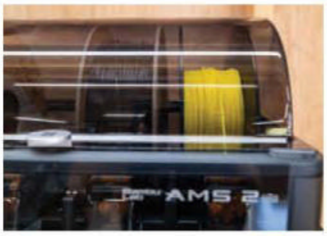
What began as calibration tests soon evolved into a new business arm: miniature Type 901 flat-sixes so detailed they defy belief. Each model takes around three hundred hours to print and a further hundred hours to assemble. Cold-galvanised aluminium finishes and precisely airbrushed colour-matched detailing abound. Even the nuts and split pins are individually printed. "It took around four years to get to my final design together. Every time I made a prototype, someone would buy it, and I'd have to start printing new parts all over again. Even so, this pattern meant I could keep improving the design to be ever more detailed and more realistic." The final engine can sit in the palm of your hand and even has moving parts, including the fan and belt mechanism.

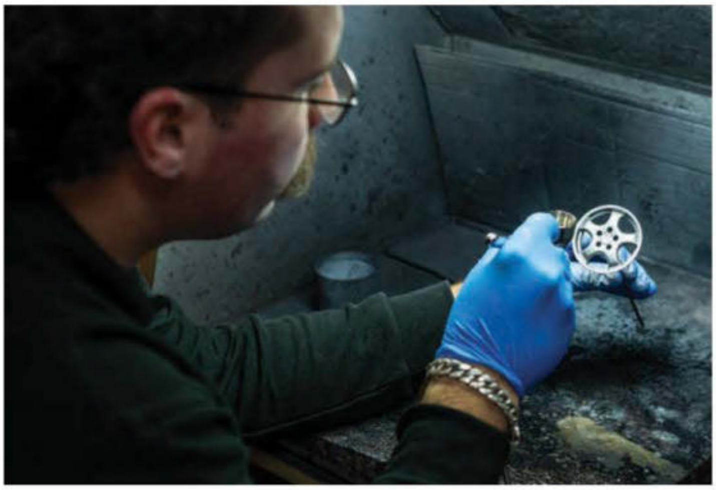
Martin eventually added diminutive versions of the engines installed in the 1966 911, 1967 911 S and 1968 911 R to his line-up. Each is produced in limited quantities and commands between £4,000 and £5,500. "There's a backlog of orders yet to be fulfilled," he grins, before revealing the 911 R engine model is produced exclusively for owners of genuine R-badged 911s.

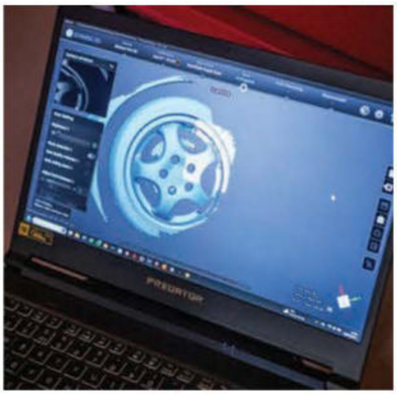
Of course, what we're outlining is a limited market, which is why Martin devised a way to scale back both the time and cost demanded of his work by transforming Wiesner Classic model engines into wall-mounted artwork.

"Instead of the full engine, these box frames present a 'slice' of an engine," he confirms. "They've proved popular, largely on account of them being much cheaper than the complete engine builds, and have therefore sold in much greater quantities, so much so,

Above and below
CAD design and 3D scanning have resulted in a variety of wall-mounted art







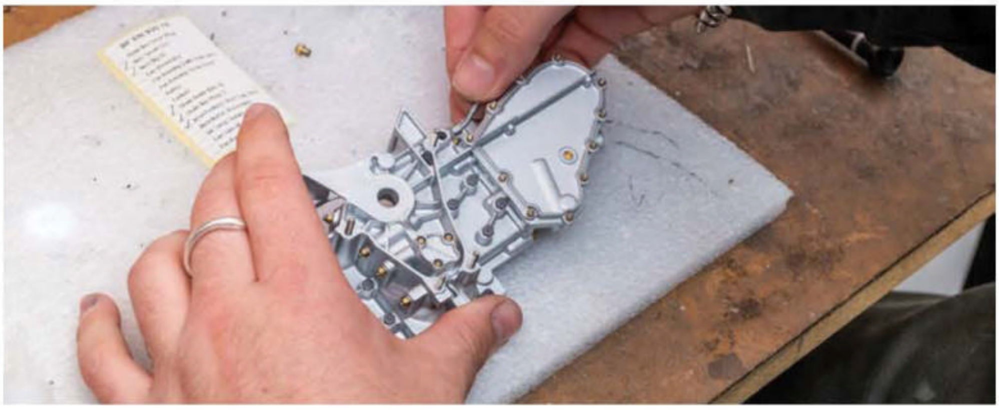
Above Old or obsolete Porsche parts are not only remanufactured, but vastly improved

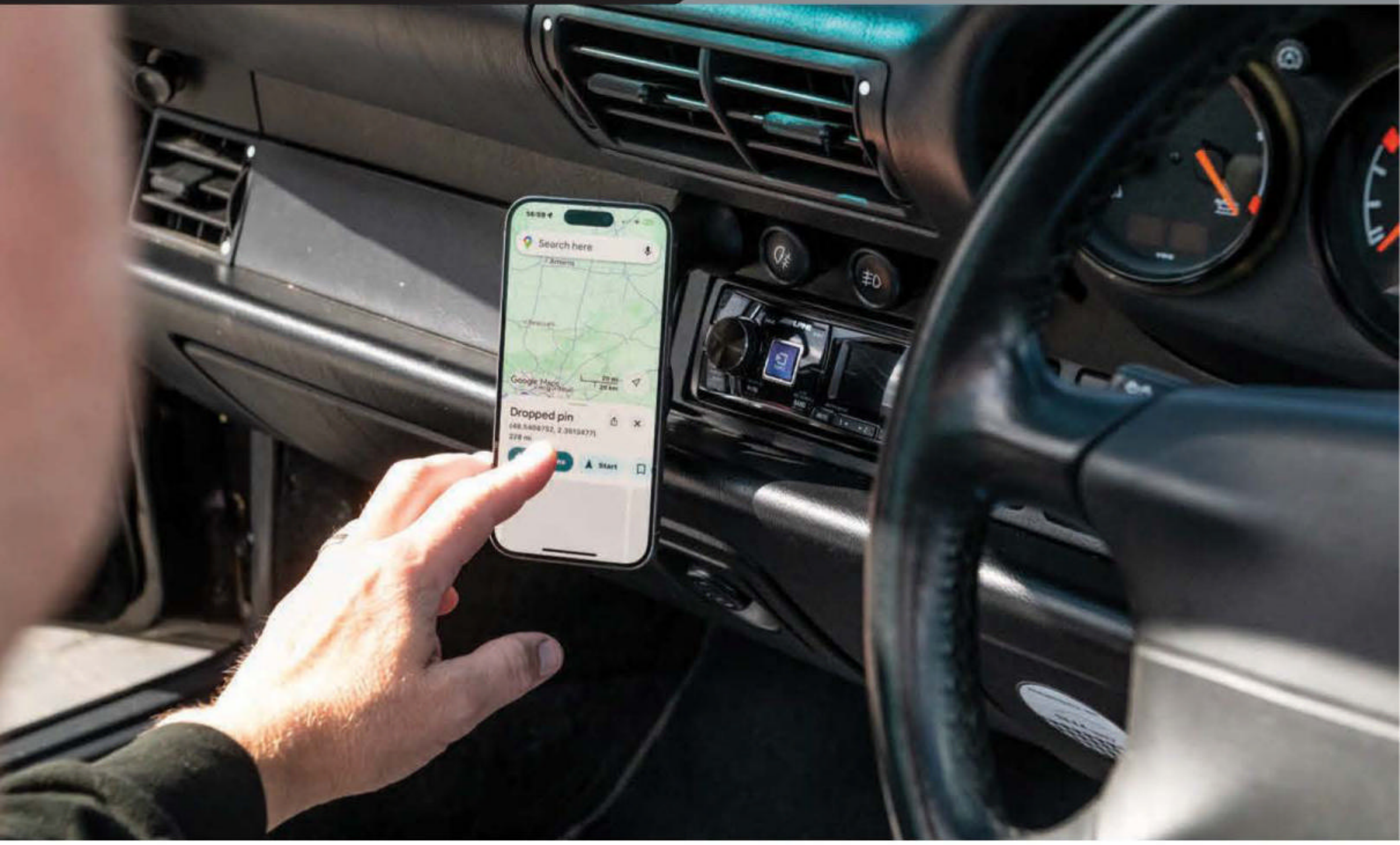
Below Wiesner Classic's model engine parts are amazingly detailed

this has become a significant strand to my business." Miniature steering wheels and replica alloy wheels from notable air-cooled models followed. "We now have resellers all over the world supplying these parts to enthusiasts. Steering wheel and alloy wheel artworks range from £80 to £120 each, while the four different engine slice designs retail at between £350 and £450 per piece. Interestingly, making parts as such small scale taught me techniques translating to each engine's full-size counterpart. It's the perfect example of cross-pollination between art and engineering."

MARTIN EVENTUALLY ADDED DIMINUTIVE VERSIONS OF THE ENGINES INSTALLED IN THE 1966 911, 1967 911 S AND 1968 911 R TO HIS LINE-UP

While Wiesner Classic is best known for resurrecting lost Porsche parts, Martin is equally focused on enhancing the usability of classic cars by way of discreet, factory-look upgrades. One such project was born out of frustration with the twelve-volt sockets Porsche has used in the past, sockets which tend to be slightly larger than standard and therefore cause most USB chargers to fall out. "I measured the sockets and realised they were just a fraction wider than modern charging points," he explains. "I designed USB chargers as a perfect fit for the older sockets, but in doing so, made sure they are not only simple to use and work well, but keep the host Porsche's cabin looking period-correct." Each charger is available with a model-specific cap replicating the look of a classic Porsche cigarette lighter button, resulting in an indistinguishable appearance from factory parts when not in use. Perhaps unsurprisingly, this is Wiesner Classic's best-selling product. Building on this





Above Martin intends to roll out a selection of new Powerdock smartphone charger mounts soon

success, Martin has developed a new accessory he dubs Powerdock. It's a magnetic wireless charger doubling as a phone mount. "I looked at the location of lighter sockets in a variety of classic Porsches and realised they presented good places to mount a smartphone," Martin muses. "I developed a selection of custom bracket designs, incorporating a USB charger and wireless docking interface plugging directly into the twelve-volt outlet socket."

Due for launch before the year is out, this exciting new product means no more suction cups on windscreens or ugly cables draped across the dash. "I'm considering producing a range of Powerdocks to cater for most air-cooled Porsches, as well as the 996-generation 911 and 986 Boxster. I'll be developing others in due course. It's great to be able to help classic Porsche owners embrace modern technology when on the move, making their cars more usable and even more practical, but without sacrificing any of their charm or character."

Underpinning everything Wiesner Classic does is a deep understanding of modern materials and how they can improve on last century's manufacturing techniques. For parts requiring a combination of flexibility and strength, Martin often uses carbon-fibre-reinforced nylon, a material with micro-carbon strands adding stiffness and stability, whilst keeping weight low. The resulting parts last longer and perform better than the originals without deviating from their appearance. "If the part is visible, I make it look as original as possible," Martin stresses. "If it's hidden, I prioritise strength and longevity. The goal is always to make something better, not just newer."

Today, Wiesner Classic supplies parts through independent retailers, Design 911 (*design911.co.uk*) in the UK and Sierra Madre Collection (*sierramadrecollection.com*) in the USA, with a growing network of international customers and partners in other territories. From unobtainable air boxes to subtle usability upgrades, Martin's work represents a bridge between Porsche's analogue heritage and modern innovation. His philosophy remains rooted in engineering curiosity insofar as he views every part as a puzzle to be solved, every improved design a small act of classic Porsche preservation.

THIS EXCITING NEW PRODUCT MEANS NO MORE SUCTION CUPS ON WINDSCREENS OR UGLY CABLES DRAPED ACROSS THE DASH

"I'm not trying to reinvent these cars," he says. "I'm simply helping to keep the old ones alive and make them a little better in the process." As Wiesner Classic's blend of traditional craftsmanship and futuristic precision proves, when it comes to preserving Porsche's heritage, the blueprint for success is already being printed. ●

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DAN FURR

997 CARRERA 4S, 944 TURBO

A blown exhaust foiled plans to take my 997 to France, though I'm pleased to have been able to blast it around north Wales. Oh, and in other news, I sold my 944 Turbo. Update on this to follow next month.

RICHARD ROBERTS

991 GTS, 968 SPORT, 996 C4S

My Speed Yellow 968 Sport performed brilliantly on its recent tour of the Alps, while my 991 Carrera GTS has been on the receiving end of love at Porsche-approved workshop, Road & Race Restorations.

RICH PEARCE

958 CAYENNE FACELIFT

Lots of overseas travel, but made time to stop in at marque indie, Ashgood Porsche, and shoot three very special 964-generation racing 911s, all of which will be appearing in these pages shortly.

DAN SHERWOOD

996 GEN II GT3

I'm not sure the weather could have been much worse during my recent stay in Wales, accompanying Editor Furr on a mini road trip. I could have done without my GT3's alternator failing, too.

CHRIS WALLBANK

981 GTS AND MACAN DIESEL

Shooting lots of Porsches for Peron Automotive, followed by an unexpected call to fly to New York for Twisted, the brand known for custom Land Rover Defenders and Suzuki Jimnys.

ACE OF BASE

Furr and Sherwood jump in their 911s and set up camp at Plas Weunydd, situated at the heart of globally renowned Welsh slate mining territory...

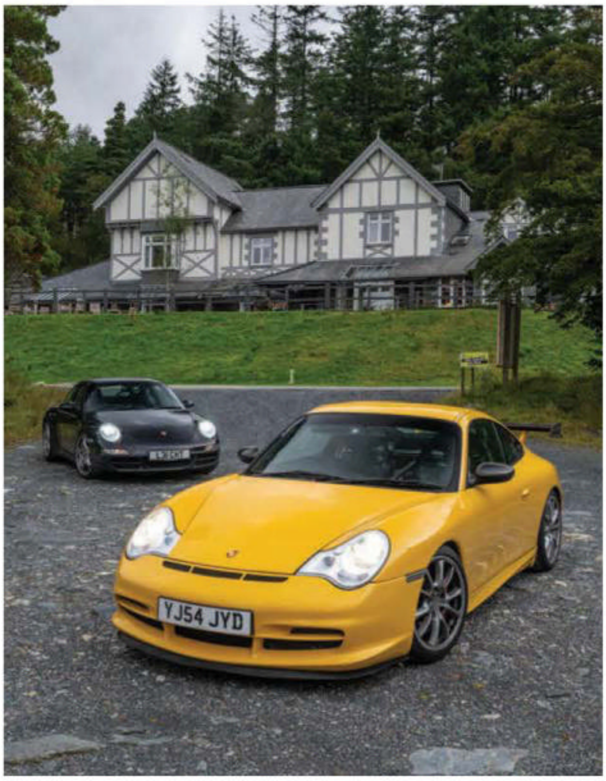
PLAS WEUNYDD
L31 CHT

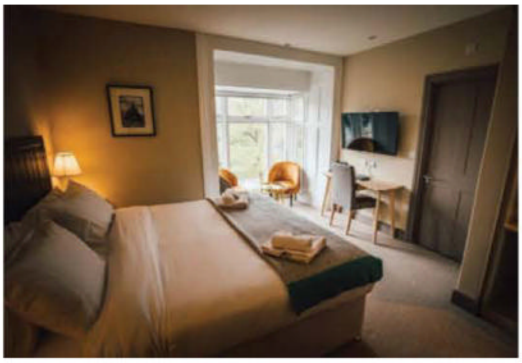
Above In the region's thick fog, Sherwood's 996 GT3 would prove significantly easier to spot than Furr's black 997 Carrera 4S

Regular readers will recall last month's update relating to my 911's bespoke Motion Control Suspension (MCS, *motioncontrolsuspension.com*) one-way adjustable passive coilover kit. This US brand manufactures a wide variety of motorsport-derived premium damper solutions for Porsche sports cars of all ages, but was missing an offering for the four-wheel drive 997, including Turbo models. In partnership with MCS distributor, 64 Tailored Performance (*sixfour.co.uk*), my Carrera 4S was used as a development mule to help configure a kit for all-pawed 997s. Together with parts from chassis equipment specialists, Eibach and Tarett Engineering, not to mention new supporting suspension components from independent Porsche parts retailer, Design 911 (*design911.co.uk*), the kit was finalised just before the aforementioned article went to print.

The project spanned almost a year. Needless to say, both myself and the teams at MCS and 64 Tailored Performance were keen to get some miles on the car following final chassis tuning and announcement the work was complete. Where to drive, though? Somewhere offering tight twisties, spectacular high-speed straights, decent road surfaces and, of course, stunning views. Mainland Europe was the obvious choice. Perhaps where Switzerland and France meet in the Alps? Then again, the UK boasts superb driving roads, particularly in north Wales.

911 & Porsche World snapper, Dan Sherwood, had been threatening to blow the dust off his second-generation 996 GT3. The trip to test my car's MCS suspension was good enough reason for him to head to Suffolk-based marque indie, William Francis, and treat the not-so-mellow yellow road racer to a full service and a new set of Michelins in anticipation of heading north. With both Dans facing mounting workloads and therefore being at the mercy of a time budget, however, it became apparent travelling to the LeShuttle terminal in Folkestone and zipping across the continent was out of the question, which is why we decided to set our sights (and sat-navs) on Plas Weunydd (hop online and visit *plasweunydd.co.uk*), a beautiful boutique hotel in the heart of





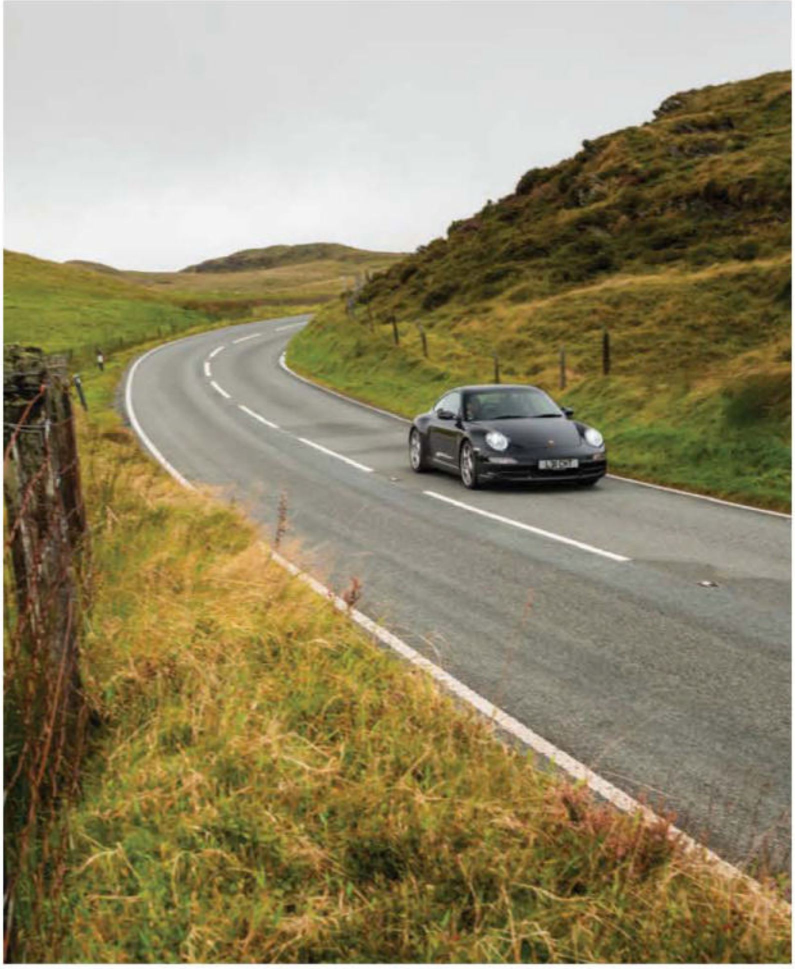
Above and right Plas Weunydd occupies a two-thousand-acre site offering a wide range of activities, though the Dans were in attendance to sample the local driving roads

Snowdonia, known the world over for its exhilarating driving roads.

Recently re-opened following extensive renovation, Plas Weunydd is family owned and positioned amid beautiful natural mountains and moorland on a two-thousand-acre site offering hotel accommodation, as well as glamping (shepherd's huts and giant tents), downhill bike tracks, zip lines, walks and an underground adventure playground. The latter is situated in one of the local mines, a feature typical of the area, which is a World Heritage Site contrasting natural beauty with man-made landscapes forged from centuries of slate mining. Indeed, some of the world's very best slate originates in this part of Wales, a short drive from Betws-y-Coed, a picturesque village popular with tourists and known as the 'gateway to Snowdonia'.

Something of an adventure playground, Plas Weunydd is the perfect place for Porsche owners to use as a base while exploring what this part of Wales has to offer. The accommodation is homely, designed for those who spend their days exploring and want somewhere comfortable and welcome to return to. The rooms are spacious, the staff are friendly, there's a restaurant and bar on-site to cater to visitor needs. Literally. Moreover, Porsche itself has been here, setting up camp at Plas Weunydd and using the venue as the backdrop for some recently filmed promotional videos. If it's good enough for Porsche...

I drove from my house in Norfolk to Dan's abode in the Midlands, after which, we set off in convoy. My Basalt Black 997 and his Speed Yellow 996 looked great together, charging along the A14 and M6 motorways before the inevitable hold-up around Birmingham. On these relatively smooth surfaces, my car felt supremely planted under load. It's worth noting, of the eighteen different 'clicks' of adjustment offered by these dampers (configurable by way of custom rotary knobs at the top of each shock absorber), I'd rolled back to a relatively soft setting, more in keeping with the touring-style driving I use my 911 for, as opposed to the track work these dampers would doubtless devour in one of their firmer settings. That said, even in a soft setting, the kit — suitable for fast-road, trackday and motorsport applications, the latter



Above It's easy to see why Porsche picked the area as the backdrop for some of its recently filmed promo videos

making use of four-way adjustment with remote canisters — is sharper than you'll experience from standard 997's suspension.

After clearing traffic around Brum, Dan and I pressed on to Plas Weunydd, arriving much later than anticipated and to a vista much greyer than we were expecting. No, I'm not referring to the mountains of exposed slate surrounding the hotel. Blue skies and beating sunshine had made way for thick fog and limited visibility. By this time, I'd been on the road seven hours or more, and though I was looking forward to relaxing in front of the hotel bar's open fireplace, it made sense to grab photographs of our 911s in front of the building for fear inclement weather would prevent us from doing so the following morning — heavy rain was forecast, much to our disappointment, especially after glowing reviews of the region's summery conditions were relayed to us by colleagues testing cars on nearby roads a few days prior.

My insistence paid off. We knew we were in for a fair bit of rain, but we hadn't foreseen the torrential downpours and thick fog characterising the following morning. Not exactly ideal conditions for putting a Porsche through its paces, eh? As mentioned, my 997 is a Carrera 4S, but even added driver confidence brought about by power being sent to all four wheels wasn't going to make life easy in the conditions we were presented with. My car makes use of Cup-spec tyres, after all. Furthermore, Dan was concerned about his camera lens getting wet, especially when trying to nail action shots. And, as if the odds weren't already stacked against us, the local sheep population are given license to roam free, including in the middle of the road, forcing slow driving for fear of encountering one of the fluffy gits emerging from fog, directly in the line of fire.

EVEN ADDED CONFIDENCE BROUGHT ABOUT BY POWER BEING SENT TO ALL FOUR WHEELS WASN'T GOING TO MAKE LIFE EASY

I advised we stay put and wait until the weather cleared. As many of you will know, a guitar always accompanies me on road trips (I'm in the process of finishing writing an album for a new music project, which you can find on Instagram by looking up *@bullethours*). On this occasion, I handed the guitar (from my fleet of six-strings, I chose an Olympic Pearl Fender American Deluxe Stratocaster HSS to join me in Wales) to Dan, who went off to learn the solo to Pink Floyd's Comfortably Numb while I caught up on work emails.

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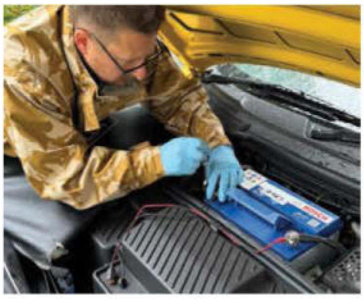
Above Furr was in his element testing his car's new MCS dampers on the fast twisties punctuating this part of Wales

A while later, he came to my room to complain about my enthusiasm for drop tuning and how it didn't make emulating David Gilmour particularly easy. Ah, yes. I probably should have mentioned that before handing over the guitar. Dan also registered concern about the threat of us not achieving what we were in Wales to accomplish, namely capturing photos of our cars being tested on local roads. On this note, while he'd been striking axe poses, I'd plotted a route for us to hammer along, taking in the wide, fast A470 to Ffestiniog, then on to the B4391, a massively popular road among automotive magazine test drivers, and with good reason — low traffic, hairpins, changes in elevation, tight corners, fast bends and good visibility make for thrilling driving, perfect for evaluating my Porsche's updated suspension.

I suggested we then hop onto the A4212 to Bala, carving through the national park, taking in Llyn Celyn and Llyn Tegid reservoirs, where we'd rejoin the A470 via the A494, before heading onto the A487 in the direction of Portmeirion, famous for being the filming location of television cult classic, *The Prisoner*. From there, I presented, we could hit Black Rock Sands (a wide, open beach visitors are welcome to drive on) before heading back to Plas Weunydd via the A496. A solid few hours of driving.

Dan recommended we leave his GT3 behind and head out in my car alone, grabbing as many photos as we could in the conditions we were faced with. He proposed we retrace our steps the following day in order for us to get photos of his 911 strutting its stuff. This is exactly what we did, though things didn't quite go according to plan.

Dan grabbed his camera and we hit the road. Visibility remained compromised all day. Fog hung heavy, but decent stretches of the B4391 and A4212 provided breaks in the weather long enough for decent sight lines and heavy right-foot action. My car performed brilliantly, the steering



Traeth
Creigddu
(Black Rock)
Beach

Above Poor weather threatened to spoil the trip, though the 997's exhaust and 996's alternator did their best to take care of the job

feeling firm and responsive. Turn-in felt quick and focused. Among other changes, 64 Tailored Performance's chassis tuning partner had dialled-in 1.5° negative camber on the front of my 997, 2° negative at the rear, with a total of five minutes (sixty minutes equates to a single degree) toe-in at the front, thirty at the rear (fifteen minutes toe-in per wheel). A sensible-but-purposeful ride height was also introduced. In other words, not as much of a drop as had been applied previously, when the car was riding fifty millimetres lower than a standard 997 GT3.

I SUGGESTED WE HOP ONTO THE A4212 TO BALA, CARVING THROUGH THE NATIONAL PARK, TAKING IN LLYN CELYN AND LLYN TEGID RESERVOIRS

I must admit, I didn't alter damper 'clicks' during this spell of spirited driving, but considering how poised the car felt on one of the softer settings, I'm looking forward to testing it on a track (or, at least, a consistently smooth surface) with a much firmer ride. Bumps in the road were felt, but they presented as more of an 'impression' than a jolt.

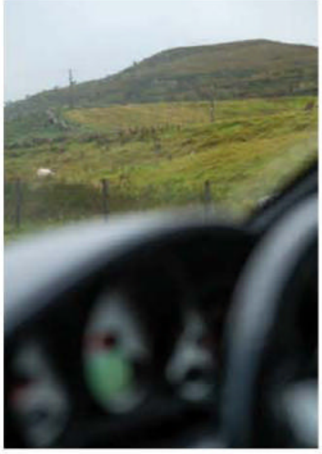
On these surfaces, the car was a delight, right up until its exhaust started blowing. Drat. Fortunately, by the time this occurred, Dan had nailed most of the pictures we needed. A leisurely drive to Portmeirion followed, as did a fuel stop and a lengthy walk along Black Rock Sands, followed by our return to Plas Weunydd and a bite to eat.

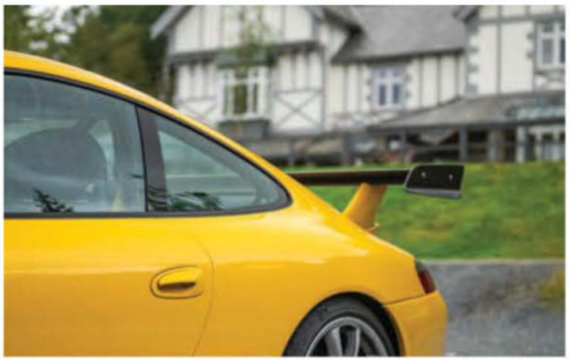
Unfortunately, the following morning's weather was far worse than the first, but knowing the previous day's drive entered us into better conditions thirty minutes or so into our trek, we reasoned the same might be true again and set off in both 911s. Plodding through local villages, visibility was pretty much zero. Even if the imposed speed restriction wasn't 20mph, we wouldn't have been able to travel much faster. Pea soup, as my ol' nan used to say.

Fortunately, the Speed Yellow paintwork of Dan's GT3 makes it marginally easier to spot in thick fog than my black Porsche, which is why I registered concern when he slowed to an even more lethargic pace. "I think my car is losing power," he grimaced. Sure enough, the GT3's battery was losing charge at an alarming rate, so much so it conked out not long after we pulled into a side road. One of three faults sprang to mind: a duff battery, a failed voltage regulator or, worst case, a failed alternator. Though it comes as part of a complete alternator assembly, the voltage regulator can be bought separately. Thing is, in order swap old for new, the alternator has to come out. We weren't in a position to do this with the limited tools at our disposal at the side of the road. In thick fog. And rain.

A long shot, but maybe we'd be lucky enough for the problem to be caused simply by a failed battery? Euro Car Parts in Bangor, sixty minutes away, had a suitable Bosch unit in stock. By now, rain was lashing down. Dan hopped into my car, complete with its V8-aping soundtrack. Off we sailed, returning more than two hours later. New battery in situ, the GT3 sprang to life. We reasoned it had at least enough power to get back to Plas Weunydd.

My earlier fears came true when the new battery was losing power at the same rate as the old unit. The AA was summoned. "We'll be there by





one o'clock," came the reply. Based on the fact it took more than twenty-four hours for the patrol to arrive, perhaps we should have asked which day?

As indicated earlier in this article, Plas Weunydd is hardly somewhere you'd be upset about being stuck at, even if the circumstances are less than ideal. Food, drink, warmth and comfort awaited, which is just as well, because being stuck on the side of the road in the cold and wet with no way to heat the GT3 would have been a horrible way for Dan to spend the night.

When the designated AA patrolman eventually turned up, a new alternator was installed to the GT3's 'Mezger' flat-six... in the Plas Weunydd car park. The job took about an hour (not bad, considering this was the first non-Carrera 996 engine this particular patrolman had attended to), after which, Dan was able to pack up his belongings in advance of the many-hours journey home. I'm pleased to report the car hasn't missed a beat since, which is ideal considering I'd like him to bring the car out for a return trip to north Wales in the not too distant future. Whether he's as enthusiastic as I am about the idea remains to be seen.

The day after this magazine goes to press, I'm heading to France for a week, first to Troyes, then to the Normandy coastline. I was hoping to take my 997 on the trip for further testing of the MCS kit, but the car's exhaust obviously has other ideas. A new system from Kline Innovation arrived on my doorstep a few days ago, but there isn't time to install the pipework before departure. I *will* be taking a 997, however, details of which I'll reveal next month. I'll also be continuing reports on the performance of my car's dampers, both on rural roads and on the stop-start streets of London. Stay tuned. ●

Above A return trip is on the cards as soon as sunshine is a very real possibility

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944 S2

Offering the simplicity and grunt of a large displacement inline-four with the added benefit of Turbo styling...

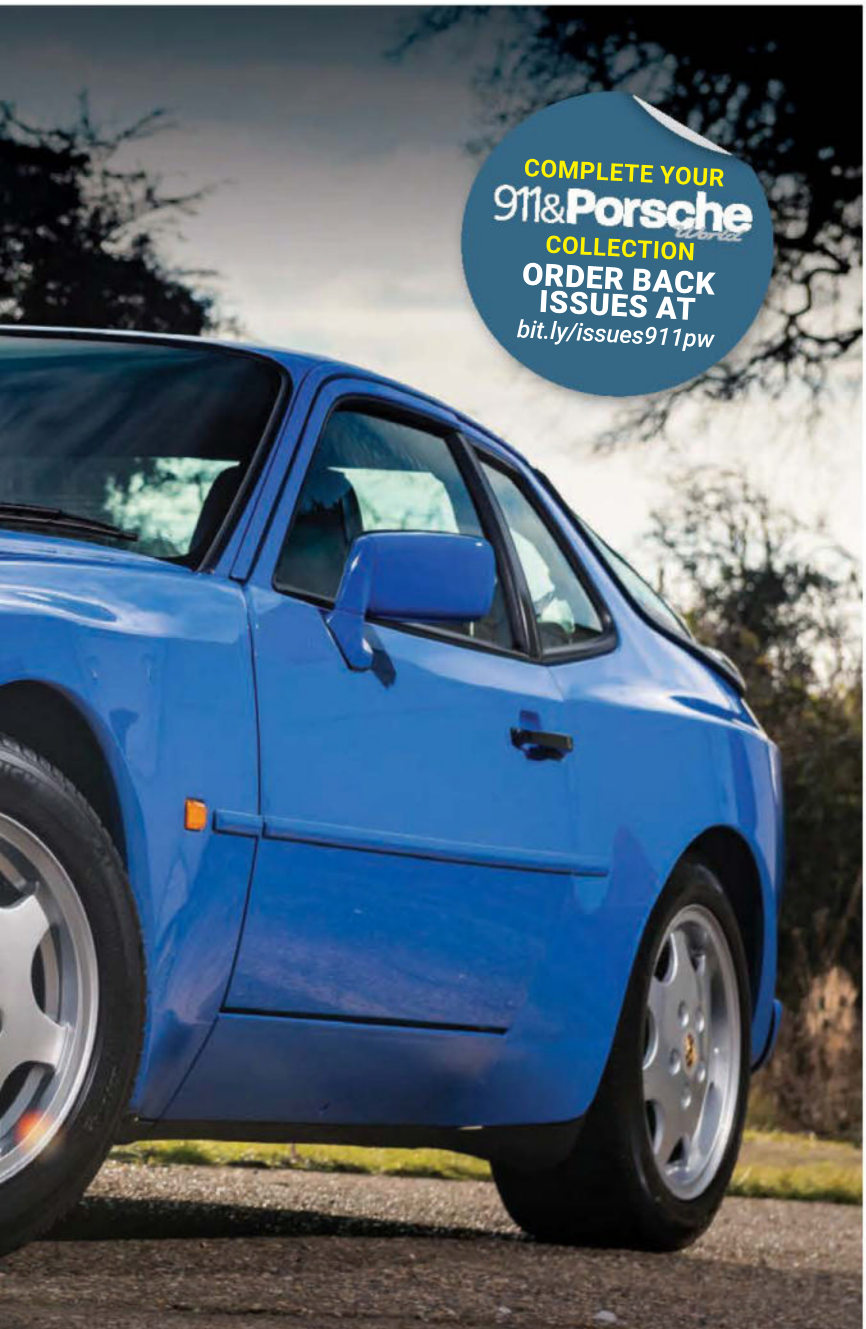
Words **Dan Furr** Photography **Dan Sherwood**

Launched in 1982 as a purely Porsche project following the joint Volkswagen-Porsche parentage of the 924, the wide-quartered 944 not only inherited its basic shape and styling from the older car, but also much of its interior trim. Anybody stepping into the new Porsche's cabin space, for example, would have noted the decidedly dated presence of the 924's 'square' dashboard and dials. Porsche would get around to updating the 944's cockpit and exterior styling for launch of the 944 Turbo in 1985, when forced induction was joined by a redesigned front end and a beautifully presented 'oval' dash. Drivers of normally aspirated 944s would have to wait a further four years for these age-defying features to be rolled out across the range, at which point, engines free of forced induction were boosted to three litres of displacement. The rollout of bigger swept capacity heralded a new model designation. Enter the 944 S2, considered by many to be the sweet spot of the entire 944 line-up.

At first glance, this new breed of 944 looked exactly like the Turbo. Power wasn't far off, either. Where the Turbo kicked out close to 220bhp (an update in 1988 added an extra thirty ponies), the S2 produced 208bhp from what was officially the world's largest four-cylinder production engine. The S2 also received an updated transmission better suited to the demands of the torquey three-litre powerplant, which helped the S2 reach 62mph from rest in just 6.8 seconds.

Top speed was billed as 150mph, but there are countless reports confirming this figure as somewhat conservative, perhaps highlighting Porsche's desire to avoid upsetting showroom visitors shelling out for a 911 in period?

Helping to keep power planted was a sporty suspension package with a



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desirable (cost-option) limited-slip differential. Flat-faced Design 90 alloys were fitted as standard equipment.

The S2 introduced a cabriolet to the 944 range for the first time, though coupes outsold drop-tops by a ratio of almost three to one. S2 sales on the whole, however, were good, with almost twenty thousand units shifting worldwide in the two years preceding arrival of the 944's successor, the 968, in 1991. This was exactly the injection of cash Porsche needed at a time the company was in serious financial difficulty and facing threats to its product lines from Japanese sports car manufacturers, such as Mazda, keen to emulate the 944 blueprint.

Such high volume production means you won't have trouble getting hold of an S2 today. Furthermore, a wide range of paint colours and interior finishes were available to Porsche customers when the model was being offered in main dealer showrooms, meaning not only are there plenty of available S2s currently waiting for a new home, you can be choosy about the look of the Porsche you're thinking about buying. Flick through the following pages for an overview of what you should be aware of before arranging a test drive. ●

BODY & IDENTITY

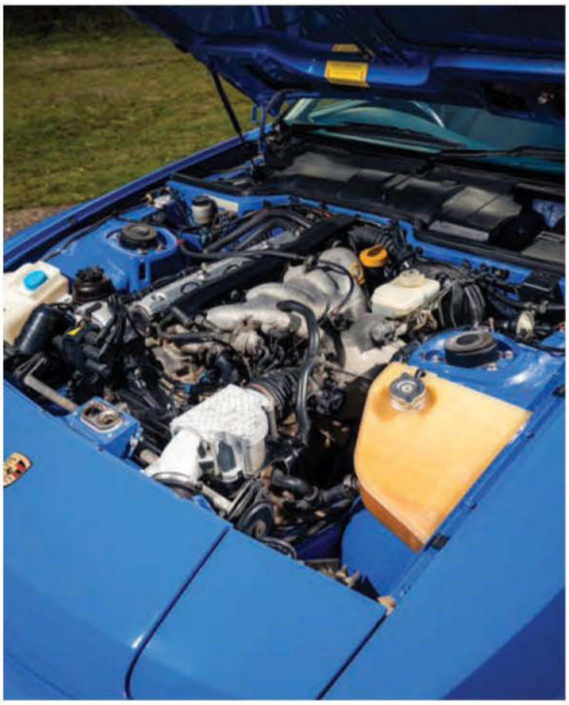
As ever, let's address the basics first. The 944 S2 you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification stamp located on the bulkhead. Elsewhere on the V5, you'll see the engine number. For early 944s, the engine number is stamped into the left-hand rear crankcase, visible when looking top-down in the engine bay. For the S2 (and, for its successor, the 968), the engine number is stamped on the right-hand rear side (UK offside) of the engine, below the number four exhaust outlet.

Spend a couple of quid at *mycarcheck.com*, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at *bit.ly/dvlamot*. The service will return all test passes, failures and advisories registered as far back as electronic records are stored (which is helpful in identifying any ongoing mechanical or safety issues). If you have the V5 document number at your disposal, you can even see which test centre carried out the inspection.

Damage may have been inflicted upon 944 S2s driven in anger, so check panel gaps to make sure they're straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you determine if you're looking at quarters full of filler.

Almost all 944s have required new inner and outer sills at some point in their lives. When the work was carried out will largely be determined by how the car has been used (e.g. in all weather) and how it has been stored (e.g. outside). Remember, 944s — especially normally aspirated models — spent decades at the lower end of the Porsche price spectrum, with spend on maintenance reflective of the vehicle's financial worth. In other words, money spent on the upkeep of an S2 in period is likely to have been commensurate with the car's then value. Thankfully, renewed interest in the model, not to mention an increase in the financial worth of well-presented examples, means many of today's owners are treating their S2s to preventative maintenance. Demand for sills means they can be bought from parts suppliers at reasonable cost, while new door panels and wings are simply bolt-on items you can replace with new or salvage spares.

Dirt collects behind wheel arches, trapping moisture and causing rust to form. Blocked roof drains, compromised tailgate glass, sunroof seals and the hoses flowing rainwater through cavities behind the rear wheels (below the battery tray) can prove problematic. Poke around to ensure the car isn't suffering damage through moisture ingress. Check jacking points and behind the scuttle tray.



ENGINE

944 S2s make use of the tough M44/41 water-cooled, three-litre, double-overhead cam, sixteen-valve inline-four, an engine delivering 207lb-ft torque. Looked-after examples with average mileage should provide plenty of hassle-free motoring, but make sure you check the vehicle's paperwork for documentation supporting claims of renewed timing belts and tensioners, which should be changed every 48,000 miles or five years (whichever comes soonest).

The belt drives only the exhaust camshaft. The inlet camshaft is driven by a chain linked to the exhaust camshaft. Problems don't tend to occur with the chain (although it can wear), more so the plastic tensioner supporting it, which can become brittle with age, cracking and causing the chain to slip free. The resulting damage is much the same as if the rubber belt snapped — a seriously compromised valvetrain. Regardless of what the seller tells you, it's best practice to change the chain and its tensioner at the same time as belt intervals. If the car you're looking at hasn't had this work done, consider it to be living on borrowed time and factor the cost of remedial work into the price you're prepared to pay for the S2 you're looking at. On the subject of belts, there's a toothed belt running between the balance shafts and the crankshaft. Again, this is another serviceable component. Failure will result in a lumpy-running engine. It's therefore good practice to replace all belts at the same time.

Don't be deterred by a high-mileage 944 S2. While a car of this nature may require you to conduct more thorough bodywork inspection, the M44 engine is more than up to taking on a lofty scoreboard.

SERVICING

Porsche recommends a service schedule involving the replacement of spark plugs, fluids and filters no later than every twelve thousand miles, though we recommend halving that figure to six thousand miles to promote mechanical longevity. If your 944 S2 is likely to only come out on sunny days, be sure to service it at least once a year, irrespective of how much ground is covered. It's also a good idea to have an S2's fuel injectors ultrasonically cleaned. They're unlikely to have been serviced in the car's lifetime, but are prone to trapped dirt particles resulting in inconsistent fuel spray patterns inhibiting performance. Expect to pay £10-20 per injector when using a mail order service, such as that offered by Injectortune (*injectortune.co.uk*).

Check for coolant, oil or vacuum leaks by observing the condition of hoses while the car's engine is running. Rubber perishes over time, which is why many owners replace OEM fluid and airflow pipework with high-performance parts made from reinforced multi-ply silicone. Many manufacturers produce these parts in a range of colours, but they also offer them in matte black for purists who wish to improve performance, whilst retaining a factory (or classic) finish.

BRAKES, SUSPENSION AND TRANSMISSION

944 transmissions don't tend to throw up problems, although it pays to listen out for whining noises, which might suggest bearings need to be replaced. Replacement parts are available at low cost from independent Porsche parts retailer, Design 911. The same fault might also encourage the gearbox to sweat transmission fluid, so get on all fours and have a good look beneath the S2 you're poring over.

Higher-mileage cars may be in need of a replacement clutch. Be sure to observe how easy your prospective purchase is to get in and out of gear, as well as how smooth the shifting is when on the move. Age and mileage also affects the effectiveness of suspension components. With this in mind, pay special attention to how the car behaves when driven over sleeping policemen or bumps in the road. Any knocking sound or vibration felt through the chassis or steering wheel indicates bushes are past their best. You can opt for OEM replacement parts or 'fit and forget' polyurethane bushes. Worn engine mounts may produce the same complaint. New genuine and aftermarket parts are available from Design 911 (*design911.co.uk*).

S2 aluminium brakes are good, although old pads and tired backing plates can cause calipers to stick. The 944's popularity means all parts are readily available. Turbos and S2s benefit from four-piston 911 Turbo (930) Brembos as standard equipment. The famous M030 cost-option gave lucky owners even bigger Brembo calipers housing larger discs. These parts are more difficult to get hold of than regular Turbo calipers and rotors, but came as standard equipment on the Turbo S and some special editions, including the rare 944 S2 SE, which served as inspiration for the later 968 Club Sport.

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VDO
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CHASSIS AND ENGINE UPGRADES

Despite wide hips affording it poorer drag coefficient, the 944 was far better-equipped and more refined than the earlier 924. Like the older Porsche, however, the 944's near even front-to-rear weight distribution (50.7% at the front, 49.3% at the rear, a split achieved thanks to a nose-mounted engine and a rear-positioned transaxle assembly) gave it class-leading handling abilities, a trait further refined for 1991's 968, a car considered by many to be one of the best-handling Porsches ever produced.

Of course, 944 S2s equipped with the factory M030 suspension package (adjustable Koni dampers, among other features) and limited-slip differential are desirable, but it's worth keeping in mind this equipment, if present, will be close to forty years old. If the original dampers haven't already been replaced (we suspect they are long gone), then renewal will be on the horizon. Fortunately, a range of higher-specification aftermarket alternatives are available for the S2, be they passive or electronically controlled adjustable coilovers, a Quaife ATB limited-slip differential or any one of many more chassis upgrades available direct from their respective manufacturers or third-party retailers, such as Design 911, Stoddard and Rose Passion.

Airflow upgrades can be easily bought and fitted to your 944 S2. A direct-fit K&N panel air filter, an enlarged stainless steel exhaust system (Dansk and Fabspeed should be your first port of call) and renewed hoses will make a world of difference to the performance of your new Porsche. Unlike modern sports cars, the S2's ECU can't be mapped, meaning chipsets need to be installed on the original circuit board. For better control over fuelling and performance, consider the Augment standalone ECU developed by 944 tuning outfit, Augment Automotive (*augmentautomotive.co.uk*).

INTERIOR

It's the 1980s. Why go for boring old black, brown or Linen leather when you can have blue?! Pop on your Ray Bans, comb your mullet and get ready to drive all the way to Rumbelows for an Amstrad hi-fi. In fact, why not buy a ZX Spectrum while you're there, such is the generous luggage space you've got at your disposal in a 944 S2?

Porsche's transaxle range of cars offers a superb balance of practicality and performance. The huge hatch at the rear of a 944 S2 coupe is more than big enough to carry an entire family's worth of suitcases, while the hard-wearing seats and door furniture will withstand plenty of abuse, although we advise you to check seat side bolsters for signs of wear, where previous owners may have dragged their jeans in and out of the seats. Damage caused by this behaviour will be especially pronounced on cost-option Sport seats, which feature much bigger bolsters. There are many specialist Porsche trimmers who can carry out the repair work, but it's worth keeping an eye on eBay for replacement pews — due to the high number of 944s produced, there are plenty of spares floating around, including complete interiors and individual seats, which might work out more cost-effective than the application of new hide at a professional trim shop.

Fabric seat centres were often optioned with Porsche script displayed across them (as pictured). This material can become worn and discoloured without proper care. It's also expensive to replace. Nevertheless, most Porsche cabin materials of this age are available new. If in doubt, speak to the team at *awesomeclassicandcustom.com*.

944 S2 (and 968) LCD dashboard clocks are renowned for failing. More often than not, the clock screen will have given up the ghost. DIY repair kits are available from Design 911. You'll get change out of forty quid, but bear in mind, in some cases, other components, such as capacitors, transistors or the clock's motherboard might be damaged.

944 odometer gears can go brittle and loose their teeth. Again, repair kits can be ordered direct from Design 911.

OUR STAR CAR

During 2018 and 2019, this Maritime Blue beauty (sharing its colour with the 964 Carrera RS) underwent a full professional repaint as part of a sympathetic restoration undertaken by Loughborough-based Porsche specialist, Quorn Sports & Classics (*quornclassics.com*). Although the paintwork had deteriorated, as evidenced by blisters and peels here and there, the body itself had been well-preserved. There were no dents or scratches in the shell, no parts missing and no evidence of rust repairs.

A sound base to work with, then? Certainly, the car presented a solid shell and a rare colour for the 944. Led by company co-founders, Carl McCabe and Nathan Whittington (both former Porsche Centre technicians), the Quorn crew went to town with the restoration, completely stripping the car and treating it to a full glass-out respray in the original factory colour. Underneath, the transmission was removed, the rear axle was dropped and all running gear components were either replaced or renovated. The Quorn boys must have detailed the underside of the bodyshell, too — it's so clean you could eat your dinner off it.

Nathan and Carl's company name, in case you were wondering, isn't an admission they're fanatical about meat substitute foodstuffs. "Quorn is the name of the Leicestershire village we're based in," Nathan laughs. Notable residents have included World Cup-winning goalkeeper, Gordon Banks, cricket fiend, David Gower, and the UK's most successful diet and fitness expert, Rosemary Conley. It's an affluent area of the country, meaning there is no shortage of sports cars in need of Nathan and Carl's attention, though they've seen their customer base spread far beyond the local environ. "With the cost of living pushing up prices at dealerships and marque specialists in London, a number of Porsche owners who live in the capital are travelling to us for servicing and maintenance work on their cars." London's expanding Ultra Low Emission Zone (ULEZ) has also played its part, encouraging owners to store their Porsches in remote locations, not least in and around Leicestershire. Quorn Sports & Classics is the obvious choice for the servicing and maintenance of these vehicles.

Despite the brilliance of this 944 S2, the business is mainly focused on sales and servicing work, meaning Carl, Nathan and their team don't have the time or resources to pour into extensive restoration projects, although Nathan admits the S2 was a fun build. "It was undertaken when things were quieter, whereas our focus is now entirely on maintenance and sales of Porsche cars. Carl and I recognised an opportunity to harness our knowledge working on Porsches day in, day out, enhancing the customer experience by providing a level of service on par with Porsche Centres, but at a much lower price point. Of course, we hoped to pick up trade locally, but seeing our customer base extend across the whole of the United Kingdom has been brilliant. We're very much looking forward to what's in store for Quorn Sports & Classics in 2026." For further information, visit the company's website. ●

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RF24 BZN

POWER RANGERS

Suffering fear of range anxiety? Editor Furr admits worrying about the same prior to multiple jaunts across mainland Europe in various Taycans. Despite misgivings from so-called Porsche purists, however, and not ignoring the brilliance of the manufacturer's petrol-powered products, does its latest batch of all-electric more-door sports cars offer all things to all drivers?

Words **Dan Furr** Photography **Robert Smith**

Range anxiety. It's a thing. I've driven plenty of Porsche EVs over the years, whether a brand-new battery-powered car or an old-school classic converted to electrification. Of the latter, 964s and Carrera 3.2s have proved themselves willing candidates for conversion, while the former has included examples of the Taycan and all-electric Macan, a far cry from the whirring milk float doing the rounds when I was a kid.

PORSCHE OFFERS THE TAYCAN AS A SORT-OF-ESTATE IN THE SPORT TURISMO AND CROSS TURISMO BODY STYLES

Thing is, I'd only borrowed EVs for a day here, an afternoon there, and usually with a magazine photo shoot accommodated during the loan period. In other words, not a colossal amount of driving outside the necessary seat time with which I'd need to pen my review. Sure, I drained each car's battery of its power, but I didn't have to worry about economy, safe in the knowledge I could hammer each vehicle hard, knowing it would he handed back before recharging was required. And yes, from these musings, you are correct to assume all my personally owned cars are of the suck, squeeze, bang, blow variety. For now, at least.

2025 presented me with numerous opportunities for lengthy loans of brand-new Porsche EVs. The first was a base-model Taycan, which I collected from Porsche Cars Great Britain in Reading and elected to drive to Cologne in Germany. I'd bought tickets to see Morrissey perform live at the city's Palladium music venue, much to the amusement of my friends, who were quick to point out I refused to drive to Manchester to see the Master of Mope on account of the Co-Op Live arena — at 130 miles — being too far from home. Cologne?! Four times the distance.

There was method to the madness. You see, I'd accepted an invitation to attend this year's 24 Hours of Nürburgring (my favourite motorsport event) as a guest of Falken Motorsport and reasoned landing in Cologne to watch Moz strut his stuff a few days beforehand would give me the opportunity to explore the city without adding anything other than my time to the already planned Nürburgring trip. As an aside, I had no idea I was stopping in town when there was a German national holiday taking place. Cologne, especially along the Rhine, transformed into a giant party zone, so much so, I caught guitar hero, Joe Bonamassa, and his band, Black Country Communion (featuring rock legends, Glenn Hughes, Derek Sherinian and Jason Bonham, son of late Led Zeppelin drummer, John), playing on a glorified bandstand while I was walking the shoreline. Quite the stumble.

What about the range anxiety I mentioned? I don't mind admitting, I was apprehensive. This was my first proper long-distance drive in an EV and I was feeling weighed down by horror stories of inadequate charging infrastructure and super-slow charging times, even though I knew mainland Europe's charging network is far more advanced than what EV drivers have come to expect from the UK. I needn't have worried. This won't be news to those of you who already own a Porsche EV, but the manufacturer's MyPorsche smartphone app relieves stress in an instant. Other than vehicle monitoring and the ability to precondition the car (e.g. setting air-conditioning to bring the cabin to desired temperature prior to setting off), the sat-nav-style aspect of the provided software offers battery management as part of its offering. Essentially, you punch in your target destination as per regular sat-nav, but you also tell the app how much battery power you want to have at your disposal by the time you *arrive* at your destination. I suggested eighty percent charge, meaning I'd be able to leave Cologne and head straight to the Nürburgring without having to drive around looking for a charging station in the city.

SMART THINKING

The app plotted the route from Reading to Cologne and presented options for charging along the way. I was leaving Porsche Cars Great Britain's base with a fully charged battery and was astonished to discover I needed to stop at an EV charging station in Belgium for no more than seven minutes in order to achieve my goal. By the time I reached said charging station, the Taycan was down to thirty-two percent battery capacity, but the charging point was so fast (by default, the app will find the highest-output/quickest charging stations, but can be configured to locate any charging point equipped with the appropriate plug), I decided to leave it running until more or less full battery charge was achieved. Admittedly, charging speed slows above eighty

Facing page
Dan faced his fears regarding range anxiety and drove a base Taycan to Cologne before taking a 4S Cross Turismo to Paris

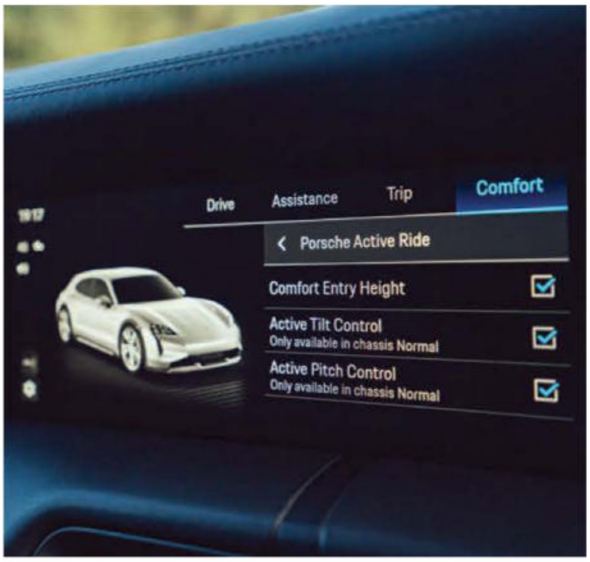
percent, but even so, I spent no more than twenty minutes at the Belgian site before setting off. Porsche quotes eighteen minutes for charging the Taycan from ten to eighty percent. My experience suggests this claim is pretty much bang-on.

Given my findings, Porsche's quoted 416-mile range for the base-model Taycan seems entirely plausible, too. I wasn't driving particularly conservatively (*fun, fun, fun on the Autobahn*, as Kraftwerk once sang), with air-conditioning blaring on what was the hottest week of the year, but to achieve such impressive economy from a car this big and heavy knocked my socks off. Furthermore, if taking advantage of the Porsche Charging Service (effectively, charging your Porsche EV in the sprawling IONITY charging network or at a Porsche Centre), charging costs a mere thirty-nine pence per kilowatt hour. Better still, if you buy a new Porsche EV or plug-in hybrid, charging via this service is free of charge (no pun intended) for three years. Food for thought.

My experience of the Taycan over long distance was nothing short of fantastic. It's not often test drives have me searching classifieds, but even before I'd handed the Dolomite Silver Metallic more-door back to Porsche, I was looking at the huge number of Taycans currently in the UK dealer network. Put simply, if you're in the market for a sporty saloon costing in the region of forty to fifty grand, there is little offering as much bang for your buck as a used Taycan — what was a £150,000 car a couple of years back can now be bought for a third of that price. Low-mileage examples carrying factory warranty and a raft of individual equipment won't set you back much more. From a Porsche Centre, too. That's a hell of a lot of car for the money, especially considering super-low running costs and the fact the vast bulk of depreciation has been taken care of.

My only gripe was the available luggage space. Yes, I've been told the *sports car in crap luggage capacity shocker* headline isn't really something anyone is going to be surprised by, but as somebody who lugs an electric guitar (in a hardcase) wherever he goes, the ability to put an item of this size (perhaps golf clubs are also a good example, though not something I need to contend with) in the boot without having to drop the rear seats is kinda essential. Then again, Porsche offers the Taycan as a sort-of-estate in the Sport Turismo and Cross Turismo body styles. Perhaps this is what I needed? A call to Porsche Cars Great Britain delivered the goods in the form of a brand-new Taycan 4S Cross Turismo. Where the standard Taycan offers 84/407 litres of luggage capacity (front/rear), the 4S Cross Turismo promises forty extra litres of boot space.

In these pages previously, I've registered my confusion at luggage capacity measured in litres, which is of little use to anyone not filling their Porsche with milk. By contrast, a Fender guitar in a hardcase is easy to visualise.



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mph
Normal
Range
Sport
Gravel
Sport Plus
18:00

Above Interior feels huge and is supremely comfortable, which is great if you're looking for a Porsche capable of covering big distance without making you feel tired

Would the 4S give me what I wanted? Yes, it did. I'm not saying I bought another guitar to prove the point, but a well-timed eBay win saw the seller of a gorgeous Sky Blue American Stratocaster Elite deliver the guitar to me at Porsche Cars Great Britain's headquarters, enabling me to immediately put the Cross Turismo's available luggage space to the test. It passed with flying colours.

I BOOKED A ROOM IN A FANCY HOTEL IN PARIS AND POINTED THE 4S CROSS TURISMO IN THE DIRECTION OF THE LESHUTTLE TERMINAL

Whether the Cross Turismo is the most attractive model in the Taycan range is up for debate. I was a huge fan of the now discontinued Panamera 4S Sport Turismo, but I received decidedly mixed reaction to the Taycan 4S Cross Turismo when sending pictures of the model to friends via WhatsApp. At first glance, the two body styles are very similar, but when positioned side-by-side, the differences are obvious. As its name suggests, the 4S Cross Turismo is billed as a kind of 'go anywhere' Porsche, complete with four-wheel drive and a 'gravel' driving mode. It's a higher-riding Taycan, presenting better ground clearance, as well as protective plastic covers for the wheel arches and other areas vulnerable to damage when traversing rough stuff. Quite how many 4S Cross Turismo owners use their cars away from the public road is a question I probably don't want to know the answer to, suffice to say this is a good choice for well-heeled bumpkins prepared to stretch to the £99,200 starting price. For context, the entry-level Taycan starts at £88,200.

PORSCHE
RF24 BZN

Unlike the silver Taycan I drove to Cologne, the 4S Cross Turismo I was handed was loaded with a huge twenty-six grand's worth of cost options, not limited to twenty-one-inch model specific wheels (£3,573), fourteen-way electrically operated Comfort seats (£1,060), rear axle steering (£1,592), Porsche Active Ride (£6,476), HD Matrix LED headlights (£1,755), Porsche Torque Vectoring Plus (£1,157) and, er, black velour floor mats (£130). At 358 miles, range is significantly down on that of the base model, but output is near 589bhp, significantly up on the standard car's 429bhp. And, y'know, I can hide a guitar in this car.

Deciding it would be great to experience an overseas jaunt in an all-electric Porsche without apprehension caused by the threat of range anxiety (something I was no longer suffering), I

Above Life with a Porsche EV is incredibly easy, not least thanks to the excellent MyPorsche app and its charging station locator

booked a room in a fancy hotel in Paris and pointed the 4S Cross Turismo in the direction of the LeShuttle terminal in Folkestone. As focused as I was with the 4S Cross Turismo's available luggage space, the overall interior is more or less the same as any other Taycan. This isn't a problem on account of the standard model's cabin being luxuriously appointed, even without the Comfort seats of my 4S Cross Turismo loan wagon. The fully digital dash (no analogue rev counter) is configurable insofar as you can choose the infotainment each gauge displays, while the touchscreen in the centre console provides controls for the heating system and offers shortcuts for the primary touchscreen.

Having to divert gaze away from the road in order to operate the unit (on account of its size and position in the cavernous cabin) makes a strong case for hard switches being reinstated for core functions, but overall, this is a well-designed user interface.

The 4S Cross Turismo makes use of two electric motors, one on each axle. The motor at the back drives the rear wheels through a two-speed automatic gearbox, while the unit at the front drives the front wheels via a more conventional arrangement. Top speed is 149mph, which is 6mph slower than the standard Taycan, but let's face it, this difference is entirely imperceptible in the real world.

The 4S Cross Turismo sprints from rest to 62mph in 3.6 seconds, which is impressive for a vehicle this big and heavy, irrespective of the fact it makes use of an electric powertrain. By way of comparison, the new 911 Carrera I drove around France earlier this year completes the same dash in 3.9 seconds, but only with Sport Chrono active. Come to think of it, the base price for a new Carrera is just six hundred quid more than this Taycan, which delivers neck-snapping performance in Sport and Sport Plus modes. It's worth noting, range anxiety might be a thing (again) if you look too closely at battery charge after a few spirited launches. Ahem.

All this means the 4S Cross Turismo is fast and efficient enough for most driver needs. It's certainly better in corners than it needs to be. Few owners will ever exploit the model's bountiful limits on the road — at least not legally — but rest assured there's plenty of grip, even on greasy surfaces, and the all-wheel-drive system allows the motors to put power down early on the exit of a corner. Add in rear-wheel steering, and the 4S Cross Turismo feels as though it's pivoting around your hips, not too dissimilar from the sensation of driving a modern Cayman. Sort of.

Of course, for all its brilliance, when it comes to handling, the 4S Cross Turismo isn't quite as sharp as a Sport

THE 4S CROSS TURISMO FEELS AS THOUGH IT'S PIVOTING AROUND YOUR HIPS, NOT TOO DISSIMILAR FROM THE SENSATION OF DRIVING A CAYMAN

Above Just about big enough for a Fender Stratocaster in a hardcase or, more likely, your golf clubs

Below Cabin is a veritable digital village of touchscreens

Turismo, largely on account of the extra ride height, something you're reminded of whenever the 4S Cross Turismo's adaptive air suspension automatically (and annoyingly) raises and lowers itself to aid occupant entry and exit. Even so, the battery is positioned low in the car, ensuring there's no great issue with roll. Ultimately, the difference between a 4S Cross Turismo and a 4S Sport Turismo is very small indeed.

I can't say I found any great difference in comfort between the base Taycan ferrying me to Germany and the 4S Cross Turismo I drove to France, although if splitting hairs, the latter's interior felt marginally more premium, but as mentioned, this is primarily due to the addition of cost options, where the base model was pretty much default specification. What really sets the 4S Cross Turismo apart from other Taycans, however, is not its on-road capabilities, but what it can do away from the public highway. Despite the fact it rides on stilts, this Taycan doesn't have the ground clearance to rival a Cayenne, but it's more competent than you might expect. I tested my loan 4S Cross Turismo on the rutted, potholed lanes on the farmland I call home. The 'gravel' driving mode gave the car the traction and clearance to cope with surfaces looking as though they'd suffered a mortar strike. I've driven GT Porsches here and felt like my fillings were about to fall out. One the same lanes, this Taycan glides.

Even a Taycan Sport Turismo would have difficulty on the more inhospitable surfaces surrounding home. And when out on the road, the 4S Cross Turismo feels as comfortable as a grand tourer. Zig-zagging my way around central Paris? No problem whatsoever. Is this the very best all-rounder in Porsche's current model line-up? Not even a new Macan can hold a candle to this Taycan. I say this safe in the knowledge I recently spent two weeks in charge of a new all-electric Macan Turbo, and despite the fact my guitar slotted in the compact SUV's load area in made-to-measure fashion.

We've said it before, but in most respects, the 4S Cross Turismo is as good (or at least very nearly as good) as a Sport Turismo, but comes with a little extra capability, thereby bringing peace of mind to those residing in rural areas. For readers concerned about charging infrastructure, charging times and battery life, not forgetting I was formerly one of the very people I'm describing, the MyPorsche app makes ownership a breeze, eliminating any worries. I'm very much taken aback by just how easy life with a Porsche EV really is. I'm off to scan the classifieds. Again. ●

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AUCTION NEWS

The theme of this month's look at auction rooms might be motorsport, but (very) close to home, the UK's cheapest normally aspirated 991 Carrera provides food for thought...

Motorsport season is coming to a close, but as far as auction rooms are concerned, it's only just getting going, as demonstrated by the high number of competition-prepared Porsches coming to market.

Broad Arrow is leading the charge with a 2024 GT3 R Rennsport, one of just seventy-seven serialised production cars based on the new GT3 R. Featuring unique Rennsport bodywork, chassis hardware and tuning, this single-seat customer race car is the ultimate track-only 911 built without regard for rules or regulations, much like the new-not-so-new 935, based on the 911 GT2 RS.

> **BROAD ARROW REVEALED DETAILS OF A 1987 GRAPHITE METALLIC 959 KOMFORT AVAILABLE FOR €1,800,000 AT ZOUTE**

Offered with Porsche test and delivery kilometres (effectively, an 'as delivered' car), this raucous Rennsport is finished in the €123.000 Porsche Exclusive red and white Flacht Design livery and is equipped with a normally aspirated 4.2-litre flat-six mated to a six-speed sequential gearbox. Power is 600bhp. Carrying chassis number WP0ZZZ99ZRS277037 and listed as number thirty-seven of the seventy-seven GT3 R Rennsports built, this is a veritable celebration of design and engineering freed from restriction. A visceral connection to Porsche's motorsport soul, and proved a sure-fire instant classic.

The car was offered at the Zoute Concours Auction just as this issue of *911 & Porsche World* went to print, but is listed as available to buy for €1,450,000, ten times more than the 1988 944 Turbo Cup available at Broad Arrow's Las Vegas auction on Friday 31st October. One of just thirty-nine factory built examples of the breed supplied to the North American market, this Reebok-liveried transaxle was purchased new by Agincourt Autohaus Leasing, delivered to Cooke Motors of Toronto, Ontario and raced by Rick Bye, who later worked for Porsche's Canadian operations. Securing sponsorship from Reebok (hot on the heels, so to speak, of launch of the brand's Pump line of sports shoes), Bye commissioned the eye-catching bright livery the car wears today. He campaigned the car successfully in the Rothmans Porsche Turbo Cup Championship, placing tenth and ninth in the 1988 and 1989 final standings respectively, and claiming victory in July 1989 at Le Circuit Mont-Tremblant. Significantly, this superb race car remains road-legal and is offered with an Ohio title, making it suited to wheel-to-wheel racing at club and historic motorsport events, as well as enjoyment on public roads. As intimated, Broad Arrow set the lower guide price at $140,000.

Maybe you *do* have ten times that amount to spend (and a bit more), but don't want to buy a race car. How about a street Porsche sired directly from the crucible of motorsport? Okay, that's pretty much all Porsche sports cars, but humour us, because Broad Arrow revealed details of a 1987 Graphite Metallic 959 Komfort available for €1,800,000 at Zoute. One of just thirty-four 959s finished in this colour and starting life as a German market car, chassis WP0ZZZ95ZHS900083 was first sold to Frank Maser of Bielefeld in November 1987. Later, it was registered on Böblingen number plate, BBY959, and imported to Italy at the end of 1999.

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This 959's second Italian owner, who acquired the car in 2013, is noted as the owner of Napoli Calcio and SRL Filmauro. Service book stamps show regular maintenance at the factory and then Centro Porsche Padova, including work in 2013, 2014 and 2018. The car's current excellent condition is commensurate with the indicated odometer reading of 49,869 kilometres, with just 484 added by the current custodian during their seven years of ownership. For further information, reach out to the team at *bid@broadarrowauctions.com*.

LIKELY THE CHEAPEST EXAMPLE OF ITS KIND AVAILABLE IN THE UK RIGHT NOW, IT'S A 2012 SILVER NAT-ASP COUPE GOING FOR JUST £35,000

In readiness for its sale at the NEC Classic Car Show in November, Iconic Auctioneers has revealed details of a one-of-fourteen 993 Turbo Cabriolet finished in Amaranth Violet. Built with the 3.6-litre flat-six, Turbo S body adornments and being one of only five such examples in right-hand drive, this air-cooled drop-top has encouraged a lower estimate of £700,000, with many enthusiasts speculating the car might hit the million-pound mark on the day.

Back on planet Earth, the same sale's 1976 911 S 2.7 is listed at £30,000. First registered in California and converted to right-hand drive after arriving in the UK in 1991, this gorgeous Light Yellow coupe retains its original engine and gearbox, and benefits from being with the seller for more than two decades. This isn't the only G-series 911 S ready to cross the block at the NEC, though. The team at Iconics Auctioneers told us about the 1975 911 S 2.7 painted Gulf Blue and converted to Carrera RS specification.

Delivered new to California with typical-of-the-period brown paint and a tan interior, the car underwent full restoration and was built into a faithful RS 2.7 Touring replica in 2010. The history file includes an inspection report from Steinbacher confirming the car to be in excellent order — in the spring of 2016, Blue Palm Service of Switzerland carried out a comprehensive rebuild of both the engine and gearbox, ensuring the Porsche performs as it should. The lower estimate is set at £60,000, considerably less than you'll shell out for one of the few genuine Carrera RS 2.7 Tourings.

Our friends at Bonhams have come up trumps with a number of superb Porsches (of the motorsport variety and otherwise) in readiness for the firm's own sale at Zoute. Offered without reserve is a 1959 356 A 1600 coupe. Sold new in Sweden, the Porsche features is 'matching numbers' and was ordered new in Silver Metallic with beige leatherette and corduroy interior, the latter equipped with optional safety belts. In 2007 the engine was uprated to 1,720cc and now features Shasta pistons, a Super camshaft, SC heads and an electronic ignition system. This engine work was carried out by Fredrik Buchaus in Sigtuna, Sweden. The lower estimate is €95,000.

Causing our jaws to drop is the black Carrera RSR 2.8 (M491) offered by Bonhams at he same sale. Carrying a lower estimate of a million euros and ordered new by Peter Gregg of Brumos fame, this is the thirtieth of only forty-nine RSR 2.8s and was raced by F1 ace, Peter Revson, at the 1973 100 Miles of Lime Rock, finishing sixth overall.

Fancy a newer racing 911? How about a 1992 964 Carrera Cup? Chassis WPOZZZ96ZNS498008, to be precise. This particular 964 took part in several standalone Carrera Cup races with various guest drivers and is finished in the livery of Mika Hakkinen's Carrera Cup car following recent restoration. Budget at least €200,000, a tad more than the €169,950 E&R Classics is asking for the one-of-eighty 991 Carrera S Martini Racing Edition currently in its possession.

Speaking of 991s, we must alert you to the 991 Carrera being offered by our very own Karl Meyer. Likely the cheapest example of its kind available in the UK right now, it's a 2012 silver nat-asp coupe with Porsche warranty and is yours for just £35,000. Call Karl on 07779 100069. ●

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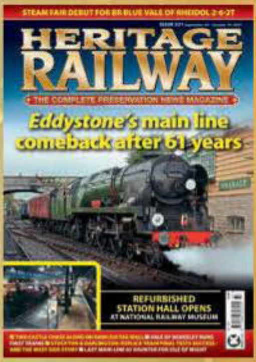
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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available from specialist dealers, we head to Suffolk and visit PIE Performance...

Words **Dan Furr** Photography **Thomas Fawdry**

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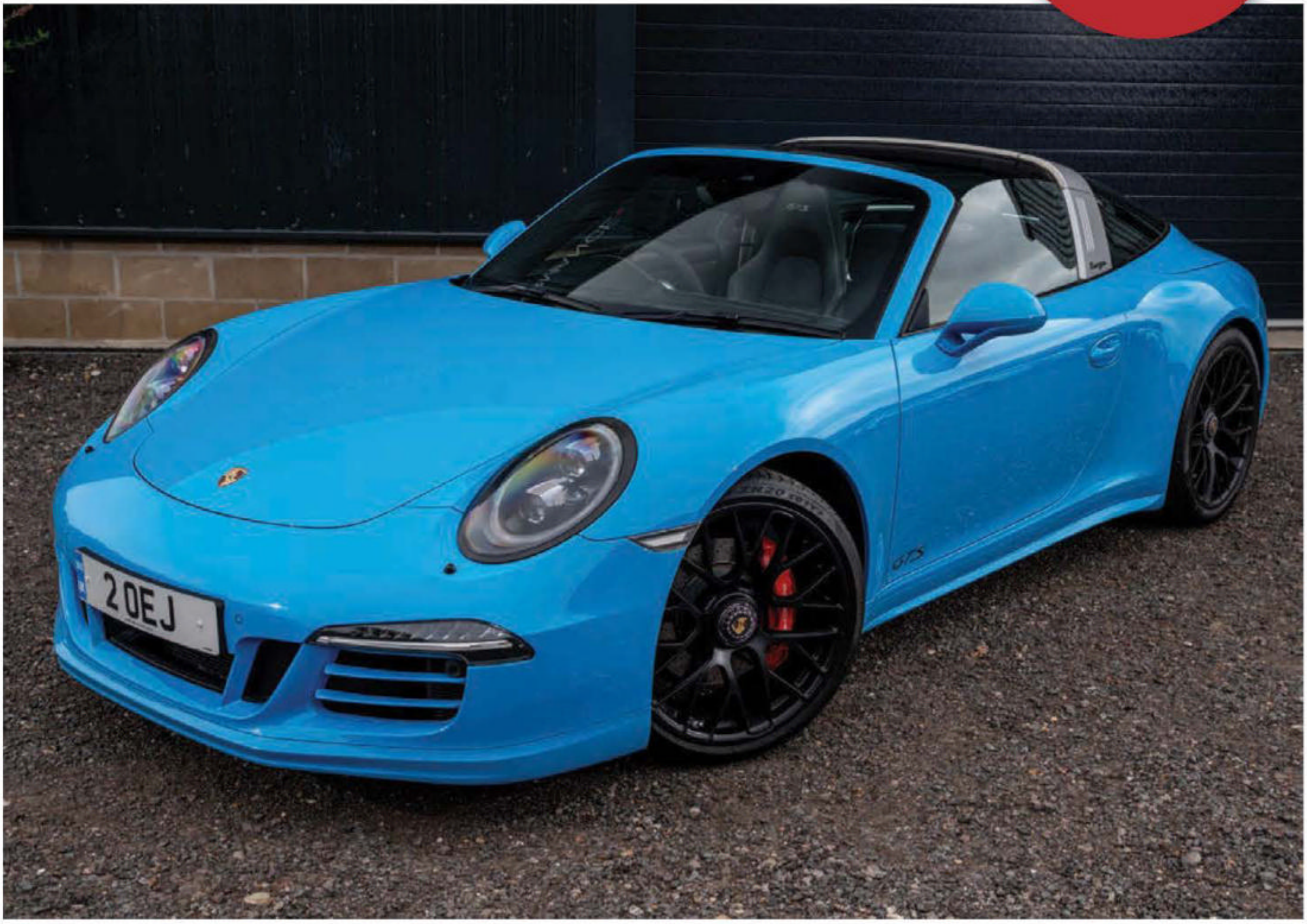
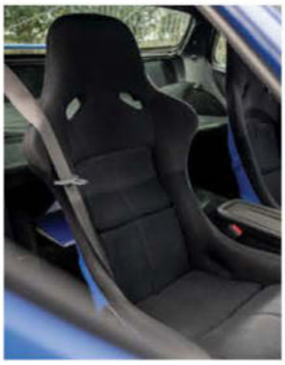
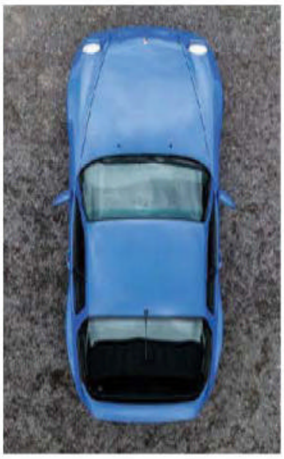


Above GTS is the only example of its kind finished in Paint to Sample Riviera Blue

Hidden in deepest Suffolk, a stone's throw from the picturesque village of Lavenham, lies independent Porsche specialist, PIE Performance (*pieperformance.co.uk*). The company's workshops feature all the specialist equipment and tooling required to maintain the Porsche model range, from classic to modern. To save any nasty surprises, PIE Performance founder, Chris Lansbury, is completely transparent with the company's pricing structure, offering fixed-price servicing and estimating on all jobs before work is carried out. Away from the busy world of servicing and repair lies the generously sized PIE Performance sales showroom, established when the company recently moved to its bespoke base of operations. Any owner or enthusiast attending the firm's regular 'cars and coffee' mornings will know the facility is packed full of Porsche sports cars of all ages, as indicated by the spread of images on these pages.

911s are the company's primary focus, but the firm's roots stretch back to Chris's time trading and breaking cars from Porsche's transaxle family of products, which is partly why you're bound to spot front-engined, water-cooled modern classics of the four- and eight-cylinder variety when visiting. As a case in point, Chris's team is currently offering a Maritime Blue 1992 968 Club Sport, a car in the keep of Porsche AG in Stuttgart until 1996. Imported to the UK in 1999, this three-litre, track-focused sports hatch has been in the custody of just two further owners and





Above 968 Club Sport is one of Porsche's best-handling sports cars and a highlight of the popular transaxle line-up

Right RHD 928 GT is a rare car, bridging the gap between S4 and GTS and a model offered only with manual transmission

features all the trappings you'd expect from the model, including colour-coded Cup 2 wheels, colour-coded Recaro hardback buckets and a Club Sport steering wheel. Offered with 95,427 miles from new, this rare 'pure' Porsche is yours for £49,995.

TURBO TIME

PIE Performance is also offering a Guards Red example of the 944 Turbo, widely considered the 968 Club Sport's nearest rival. Originally supplied to a buyer in Bahrain in 1986 and imported to the UK in July 1995, this 220bhp left-hooker features black leather, staggered 'Teledial' wheels and benefits from a top-end engine rebuild in 2021. With 108,876 miles covered from new, this radiant red Turbo presents a rare opportunity to buy an early sample of the turbocharged 944 line-up and, at £22,995, is being offered for under half the price of the 968 Club Sport.

For those who prefer their transaxle Porsches to boast double the number of cylinders than those already mentioned, Chris's team is pleased to present a 1989 Slate Grey 928 GT, a driver-focused variant of the legendary Porsche 'land shark' and the stepping stone between the softer 928 S4 and the end-of-line GTS. All 928 GTs were equipped with manual transmission. A Royal steering wheel and eighteen-inch Sport Classic wheels have updated this particular example of the breed, which has been looked after by PIE Performance since 2021. The car is regularly subjected to fluid and filter changes, never travelling more than ten thousand miles between servicing. Trimmed in Linen leather and with 124,500 miles on the clock, this stunning V8-powered Porsche is pitched at £34,995.

As we said at the top of this article, and contrary to what the previous paragraphs might suggest, PIE Performance focuses most of its attention on 911s. Our pick of the company's showroom stars is a gorgeous first-generation 991 Targa 4 GTS in Paint to Sample Riviera Blue. Porsche reports this is the only early 991 Targa 4 GTS in this colour.

Equipped with PDK semi-automatic transmission, twenty-inch centrelock Turbo S wheels finished in matte black, Porsche Sports Exhaust (PSE), Porsche Torque Vectoring Plus (PTV Plus), Porsche Active Drivetrain Mounts (PADM), eighteen-way Sport seats, BOSE audio, front and rear Park Assist,

Above Striking red interior looks fantastic against the super-clean Arctic Silver paintwork

Sport Chrono and an interior trimmed in the GTS-tastic combo of black leather and charcoal Alcantara, this superb semi-open-top 911 was first registered in October 2015, has covered just 33,360 miles and is being advertised at a reasonable £84,995.

For buyers with pockets not quite that deep, but who are still on the hunt for an *al fresco* 911 loaded with PDK, the 997 Gen II Carrera S Cabriolet currently in the possession of PIE Performance is difficult to ignore. Finished in Arctic Silver over extended Carrera Red leather, this shimmering drop-top is loaded with Sport Chrono, heated and ventilated seats, Porsche Active Suspension Management (PASM), heated steering wheel, silver instrument dials, Park Assist, battery disconnect switch, BOSE audio and the Porsche crest embossed in the headrests. With 62,015 miles on the odometer, the car has been serviced at Porsche Centres and independent specialists its entire life, with the most recent major service occurring in April this year. As is the case with all PIE Performance sales cars, a full inspection and service will be carried out prior to sale. Incidentally, both 911s come with a six-month RAC warranty, which can be extended at additional cost.

THIS PERFECTLY PRESENTED TURBO JOINS A FANTASTIC ARRAY OF MODERN AND MODERN CLASSIC PORSCHES IN THE PIE PERFORMANCE SHOWROOM

The 997 is offered at £37,995, exactly five grand more than the 996 Turbo Cabriolet taking up residence in the PIE Performance showroom. Another semi-automatic 911 drop-top, albeit a Tiptronic-kitted example of the first-generation water-cooled Neunelfer, this 2004 Slate Grey example of the 3.6-litre twin-turbocharged *fresh air* 996 is trimmed in black leather, features Porsche crests in the headrests, a black hood and has been serviced and maintained by Chris's crew since 2020.

Seven former keepers have enjoyed the car across 68,910 miles. With finance options available through PIE Performance's trusted asset management partners, access to ownership of a 911 Turbo rarely looked so good. Speaking of which, Slate Grey takes years off whichever Porsche it covers, as I can vouch for as the former owner of a Slate Grey 968 Sport. Paired with the plush black leather of this 996, it's arguably one of Porsche's best colours.

Another 911 offered with six months of RAC warranty, this perfectly presented Turbo joins a fantastic array of modern and modern classic Porsches in the PIE Performance showroom, where you can relax and enjoy a coffee as you eyeball every one of the cars on display. Don't delay, give Chris and his team a call today. ●

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PORSCHE 911 CARRERA 4

2002, 75,000 miles, £17,500. Previously sold by us. Last owner has had the car for 12 years. It had a new Porsche replacement engine at 21,000 miles. Please call 01234 750205, Bedfordshire.

PORSCHE 911 TURBO TIPTRONIC S

2008, £52,995. Porsche 997 Turbo convertible for sale finished in Agate Grey metallic with full black leather interior. This car has been in long ownership with the previous owner. Recently serviced the car has covered very little mileage over the past 7 years. If you would like to see a video of this car please call Rob on 07730979259, East of England

PORSCHE 911 CARRERA TARGA

£9,000. 1988. Black, on SORN for ten years, needs work, 911 reg no. Please call 01962 862661, South East

10446

PORSCHE 911 S 2DR PDK

2020, £78,995. Porsche 992 C2S Convertible for sale finished in Crayon PPF. A truly immaculate example with just 20000 miles on the clock. Full Porsche service history. This car has been colour changed with PPF so it is black underneath. Nothing to hide! The previous owner just fancied a change up so it can be removed and put back if needed. Specification as follows: Heated Red leather seats, 20/21 inch alloy wheels finished in gloss black, sports chrono package, sports exhaust system with black tips, Red brake callipers. If you would like to see a video of this car or for more information please call Rob on 07730979259, Essex

PORSCHE 911 2DR S

2004, 21,000 miles, £37,995. Porsche 996 C4S for sale which has covered just 21000 miles. A fantastic example which condition wise is like new. Very little signs of wear inside and out. Completely original car finished in special order Atlas Grey metallic with light grey nappa leather interior. The car was in storage for 7 years and in recent years over £9000.00 spent on service work with receipts to back. This car needs nothing but a new home. It comes with the hard top from factory finished in Atlas Grey. The current owner has had the MMI unit upgraded to a more modern system but has the original unit also. It has the switchable sports exhaust system, heated seats and 18 inch turbo design alloy wheels. If you are looking for the perfect C4S then look no further. We welcome any part exchange. For more information please call Rob on 07730979259, Essex

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PORSCHE 911 996 C4S

2002, £14,000. This prized possession has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. Recently benefited from all belts and pulleys being replaced with all fresh fluids including gearbox and a general tidy up of the brakes and suspension systems. Please do not let the mileage put you off as this vehicle has been very well cared for during its enthusiast ownership. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit due to preventative measures taken in addition to its regular service cycles. We have enjoyed having this unmolested example as part of our fleet for a fair few years and is now ready to go to a new home. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. There is an up to date Bluetooth/DAB head unit professionally installed and compatible with Apple Carplay for ease of use in today's modern world. The smooth selection from the automatic gearbox matched with its paced driving capability takes this collectible into a class of its own. Has to be seen to be appreciated. All genuine enquiries and offers considered. Please call 07989961039, Leicestershire

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1967, £57,500. Champagne Yellow and black vinyl interior. California import, rust free and unmolested survivor in wonderful original condition. Serviced, MOT'd and registered in UK - new battery, brake calipers, master cylinder, headlights, UK indicator lenses etc. First registered 18/07/1967 in San Rafael, California, three owners, imported to UK in 2017 and dry stored. Complete documentation, service history and every receipt since 1969, service book, original owner's manual, original key fob, plates, hubcaps and even the touch-up paint tin. An exceptionally complete and original California survivor in wonderful rust-free condition. Please call 07949105338, London

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PORSCHE 1996 993 CABRIOLET

1996, £42,000. Varioram engine, black leather, new hood, clutch and flywheel, top end engine rebuild, full history, new wheels and tyres, tracker, immobiliser, 2 keys, 136k miles, one owner since 2003. £42,000 ono, will be sold with full MOT. Please call 01384 410879 or email: club_autosport@outlook.com.

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PORSCHE 914-6 GT TRIBUTE JAGERMEISTER LIVERY

1971, £57,995. This car is a superb, rust free evocation of the Porsche 914-6 GT. Finished in the famous Jagermeister Livery, the car was imported to the UK from the USA around 2008, already fitted with a period correct 2.0 911 6 cylinder engine. This DSD Motorwerks Jagermeister Porsche 914/6 GT replica build rides on Minilite wheels with sticky modern tyres. The bright orange paint is complemented by a Conda Green roof panel, which of course is removable on 914 road cars. The lightweight trim is simple, as befits a stripped-out road racing replica. The seats were retrimmed in Perlon and we then dropped the seat mounts lower in the cabin. They fabricated a custom engine grill and side panels. P/X and delivery available. Please call 01245 248888, Essex

PORSCHE 944 S2

1990, £14,495. Finished in Tuerkisblau / Blue Metallic (LM5M). Only 11 units believed to have been produced in this wonderful shade of which only 8 are left in existence (source Porsche Club GB). Linen Leather with Blue Piping & Two Tone Dash set off the interior beautifully. Presented in immaculate condition throughout with only a few minor marks representative of age and mileage. Fresh from a full health check, MOT, service and cambelt at Sam Lander Porsche Specialists. Great history file. Everything works throughout the car including the Sunroof. Dash does have the usual small cracks. Factory immobilizer still fitted. Tool kit present. Sunroof storage bag present. Rear load cover present. Please call 01765 609798, Yorkshire and the Humber.

PORSCHE BOXSTER 3.2 S

2005, £11,995. ULEZ Compliant. Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Specifications include electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Styled with an automatically extending rear boot spoiler, red painted brake calipers with stunning black alloys with coloured Porsche crests. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance. Please note the registration will not be included with the sale the original registration will go back on the car of WX55VYM. Established in 1972 Kim Cairns is a family run business offering a wealth of experience and professionalism. In addition to car sales we have an excellent after sales centre, all of our services and MOTs etc are done in house. Please call 01485 541526, Norfolk

PORSCHE BOXSTER S

2007, £14,995. A modern Classic, two owners, low mileage Porsche Boxster S 987 2nd generation model, 3.4 litre flat six cylinder engine in good condition, garaged. Basalt Black finish, Black leather interior finish with switchable heated ruffled leather seats, Guards Red seat belts. Electric foldaway weather tight roof, openable and retractable at low speed. Car comes with weatherproof, lockable full cover for outside/inside storage and personalised registration. Vehicle registered: 01/09/2007. Please call 07818407817, Oxfordshire

10573

PORSCHE BOXSTER S (987)

2009, 66,059 miles, £19,995. This is a 3.4 litre model with 6 speed manual gearbox. Full book pack, 2 keys and a good service history. Please call 01234 750205, Bedfordshire

BOXSTER SPARES OR REPAIRS

1999, £1,500. Project. Runs just, possibly coil packs. No MOT on SWORN. Please call 07791084109, Cornwall

10603

PORSCHE MACAN GTS 5DR PDK

2017, £29,995. Finished in metallic Agate Grey with full black interior and a full Porsche service history. A very nice example and long ownership with previous lady owner. Specification as follows. Heated electric seats, BOSE sound system, chrono package, 20 inch spider design alloy wheels, front and rear parking sensors with rear parking camera, cruise control, climate control, electric folding mirrors, switchable sports exhaust system, black headlining. We offer great rates of finance and welcome any part exchange. For more information please call Rob on 07730979259, Essex

PORSCHE 968 COLLECTIBLE AVAILABLE

1995, £18,000. This prized possession has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit. We have enjoyed having this unmolested example as part of our fleet for a fair few years and is now ready to go to a new home. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. The smooth selection from the automatic gearbox matched with its paced driving capability takes this collectible into a class of its own. Has to be seen to be appreciated. All genuine enquiries and offers considered. Please call 07989961039, Leicestershire

11260

PORSCHE CAYENNE 5DR TIPTRONIC S

2018, £32,995. Finished in metallic Basalt Black with Dark Red leather seats. This car has a great specification over and above a standard Cayenne as follows: Heated and chilled electric 18 way memory seats, panoramic glass sliding sunroof, BOSE sound system, heated GT steering wheel, privacy glass, rear parking camera, climate control, cruise control, extended leather package, gloss black exterior package. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259, Essex

3456

PARTS & MISC.

PORSCHE ALLOY WHEELS

£450. Set of 4 Sport Design 19' Wheels for a wide body Porsche 997 911. Taken from my Targa 4 s. Colour centres. Please call 07909615943, Devon

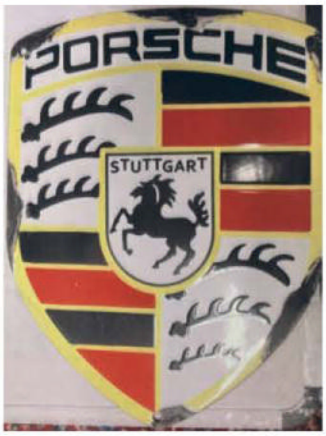
10717

PORSCHE 924 PARTS

1979, POA. Fuel tank, starter motor, alternator. O/S & NS windows, steering lock and key, radiator and fan. Heater motor & matrix, indicator and wiper switches, screenwash bottle, handbrake cable. Please call 01617 736518 or 07434 952847, Manchester

11248

PORSCHE ENAMEL SIGN



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124747

PORSCHE REGISTRATION NUMBER 981 RHW

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10462

PORSCHE 911 MAGAZINES

£100. 911 & Porsche World magazines, from No 1 (Summer 1990) to No 329 (December 2021) consecutive, plus many hard back 911 books. All mint, buyer collects. Please call 07756 224697, Northumberland

11032

PORSCHE REGISTRATION PLATE

C4 SXM
C4 SXM

£495. Ideal plate for the Porsche 996 C4 / C4S and also the 997 C4 / C4S. Available for immediate transfer to new owner. Currently on retention, 9yrs to run. Please call 07554361397, Ipswich Suffolk

10761

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Wanted. Especially Bosch distributor/ repair parts/NOS parts. Bursch exhaust in any condition or similar. J tubes. Type 4 engine parts/ or parts for head rebuild. What else have you spare? Please call 07955 553684, Worcestershire

11079

911 CAR COVERS

1992, POA. To fit most models. Tel for details. Please call 07913707975, Derbyshire

11337

924 AND 924 CARRERA GT PARTS

1981, POA. New sach clutch kit new genuine Porsche rear silencer cylinder head including valves and springs carrera gt decals for wing and tail 1 rear hub bearing 2x front lower wish bone arms 3 sets of front brake pads 1 oil filter 1 rear view mirror indicator arm 24 wheel nuts (used) cylinder head gasket box of assorted washers/ seals/gaskets etc. for turbo waste gate 2x front brake calipers (used) 2x rear brake calipers (used) 2x front bumper rubber over riders alternator belt pattern for stone chip guard oil feed pipe drivers handbook microfish for 924 models. Tel for details. Please call 07913707975, Derbyshire

11339

964 RS TWIN SPARK DISTRIBUTOR AND BRAKE DISCS

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11338

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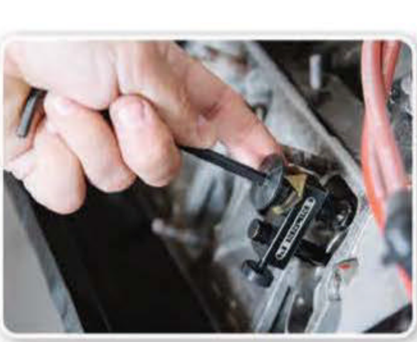

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